CYCLE NEWS®

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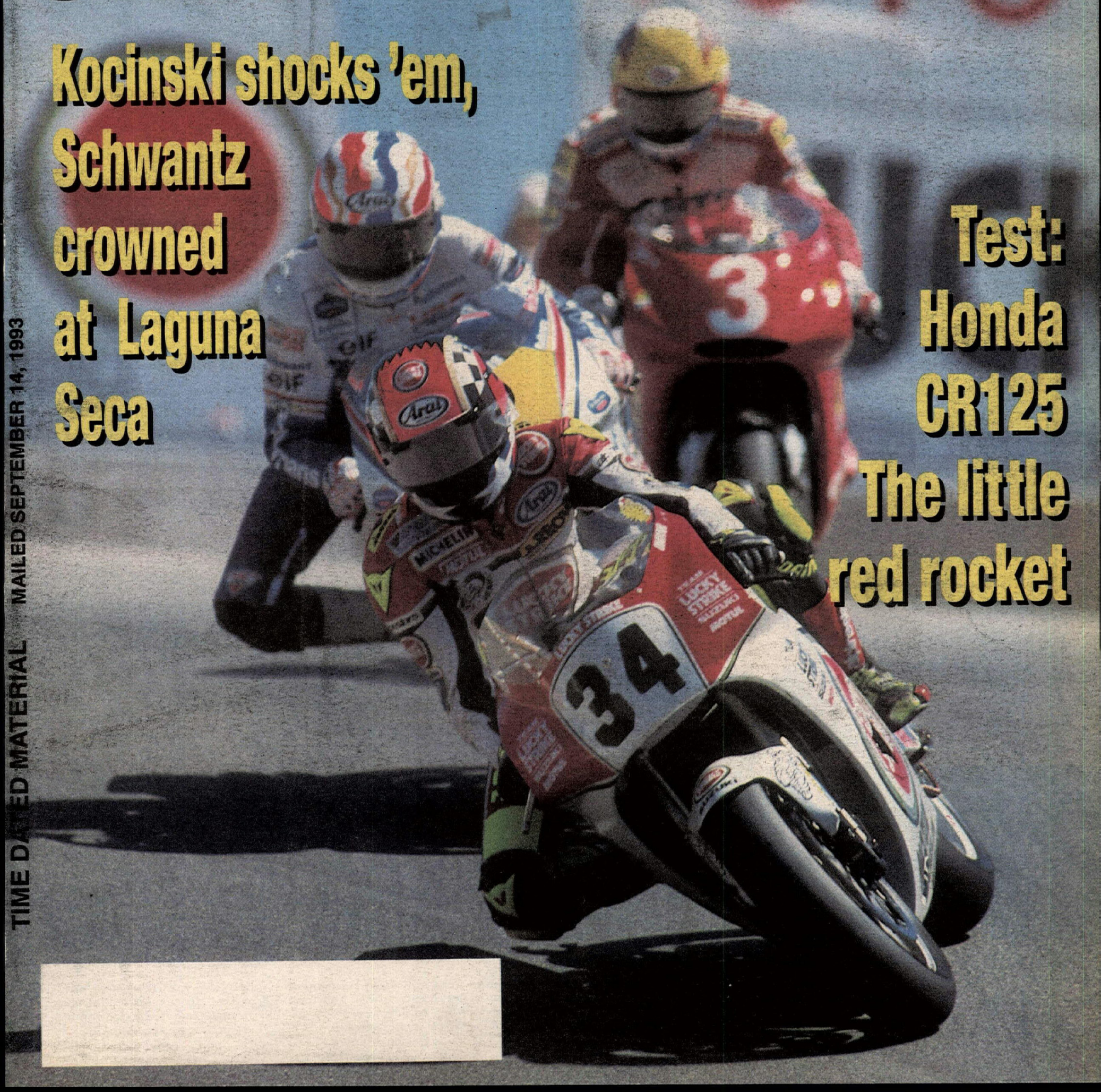
United States Grand Prix

Kocinski shocks 'em, Schwantz crowned at Laguna Seca

Test: Honda CR125 The little red rocket



TIME DATED MATERIAL MAILED SEPTEMBER 14, 1993

IN THE WIND By Papa Wealey

Brit **Carl Fogarty** (Duc) won both legs of the World Championship Superbike Series in Assen, Holland, September 12. Fogarty topped Georgian **Scott Russell** (Kaw) in both legs with Kiwi **Aaron Slight** (Kaw) finishing third in the first leg and **Stephane Mertens** (Duc) finishing third in the second race. Russell now leads Fogarty by only seven points, 293.5-286.5.

Terry Cunningham (Kaw) scored the overall win in round seven of the AMA National Championship Hare Scrambles Series in Millfield, Ohio, September 12. The four-time National Enduro Champion finished ahead of **Jan Hrehor** (Yam) and **Rodney Smith** (Suz), who led much of the race before crashing. **Steve Hatch** (Suz) finished fourth and **Tom Norton** (Kaw) rounded out the top five overall.

Andy Tresser (W-R) won the final round of the AMA 600cc National Dirt Track Series at Hannegan Speedway in Bellingham, Washington, September 11. **Mickey Fay** (Rtx) was the runner-up with **Matt Wait** (Rtx), **Dan Stanley** (Rtx) and **John Wincewicz** (Rtx) filling the top five. Team Harley-Davidson's **Chris Carr** did not compete at Bellingham, as he had already clinched the series title for the sixth time.

Danny Hamel (Kaw) romped to the overall and Open class victory in round six of the AMA National Championship Hare & Hound Series in Wendover, Nevada, September 11. Hamel, who had already clinched the title in May, finished approximately eight minutes ahead of the second place finisher **Larry Roeseler** (Kaw), who topped the 250cc class. **Jim Gray** (Kaw), **Brandon Gerber** (ATK) and **Aron Huntington** (Kaw) rounded out the top five overall. By finishing eighth overall in Nevada, **Greg Zitterkopf** (KTM) clinched the 250cc class championship, and by finishing ninth overall, **Jeff Capt** (Kaw) sewed up the 125cc class championship. Only one round remains in the series and Hamel has thus far won every race.

Ryan Hughes (Kaw) and **Ty Davis** (Kaw) were the big winners at the 26th Annual Mammoth Mountain MX, held in Mammoth Lakes, California, September 9-12. Hughes topped the 125 and 500cc Expert classes, while Davis earned top honors in the 250cc and Four-Stroke Expert classes. **Rex Staten** (Kaw) was the winner in the Vet Pro class.

Ron Commo Jr. (Beta) became the first American to earn the Canadian Motorcycle Association (CMA) National Championship Observed Trial Series title by winning the final round of the series in Welland, Ontario, Canada, September 12. Last year's CMA champ **Tom Farr** (Yam) finished second in the series with **Paul Yvan Belanger** (Beta) third. Commo scored three overall wins in the four-round series.

Brit **Steve Colley** (Bet) won the 11th round of the World Championship Observed Trials Series in Kinna, Sweden, September 12. Spaniard **Jordi Tarres** (G-G), the series points leader, finished second, with fellow countryman **Marc Colome** (Bet) third. Finn **Tommy Ahvala** (Apr), the defending champion, and Spaniard **Amos Bilbao** (G-G) completed the top five.

Paul Pinsonault (Hon) and **Tom Reiser** (H-D) scored the 540 and 800cc class wins, respectively, at the Bushkill Valley M.C.'s National Championship Hillclimb in Freemansburg, Pennsylvania, September 12. **Ted Wilkins** (Rtx) was runner-up in the 540cc division, with **Alan Hoskins** (Hon), **Paul Garrety** (BSA) and **Paul Lowe** (Kaw) completing the top five. Series leader **Scott Everett** (Hon) finished ninth. In the 800cc class, **Tim Frazier** (Tri) was second ahead of **Lou Gerencer** (H-D), **Gary Miller** (H-D) and **Harry Schreiber** (H-D). **Greg Williams** (Hon), who was leading the point standings coming into the round, finished 13th and handed the series lead to Reiser.

Northwest Honda (Hon) won the WERA Power-Mist/Performance Machine six-hour endurance race at Texas World Speedway in College Station, Texas, September 11. **Force Racing** (Yam) was second with **Virginia Breeze** (Yam) third.

Greg Albertyn, the recently crowned 250cc MX World Champion, will jump ship for the 1994 season. The South African will defend his number one plate aboard a Suzuki on the Bieffe Suzuki Team. Albertyn earned his first title while riding on the Honda Team.

Belgian **Stefan Everts,** who finished second to Greg Albertyn in the 1993 World Championship 250cc MX Series will switch teams as well. Everts, who competed on the Bieffe Suzuki Team, will pilot a Kawasaki next year, and his main sponsor will be Oxbow, a French clothing company.

Billy Liles is reportedly close to signing a deal with Husqvarna for the 1994 World Championship 500cc MX Series. If the Georgian does sign on with the Italian manufacturer, he will compete aboard a four-stroke-powered Husqvarna and will be teammates with the recently crowned 500cc World Champion Jacky Martens; the Belgian who also rode a four-stroke.

Shane Nalley, who turns wrenches for 250cc National MX Champion **Mike Kiedrowski,** suffered a possible broken rib and internal injuries when he was struck by a racer's handlebar during a moto at the Motocross des Nations in Austria. Nalley managed to continue his pit board duties for Kiedrowski until the end of the moto.

Those wishing to to send cards or letters to injured three-time World Champion **Wayne Rainey** are being asked to send them to his manager **Gary Howard,** who will forward them to Rainey. Howard's office is located at 1633 East 4th St., #132, Santa Ana, CA 92701.

FIM Safety Officer **Hans Bahmer** is scheduled to do a safety inspection of Road America this week as the track has applied for a round of the 1994 World Championship Superbike Series. Bahmer, who also serves as the official starter for the Grands Prix, was in California for the U.S. GP at Laguna Seca and was planning to travel to Elkhart Lake, Wisconsin, following the race.

According to **Eraldo Ferracci,** he will field a Fast By Ferracci Ducati team in the Bol d'Or 24-hour endurance race on September 18-19 at the Paul Ricard Circuit in the south of France. The team will consist of 1993 AMA Superbike National Champion **Doug Polen,** French Canadian **Pascal Picotte** and Belgian World Superbike rider **Stephane Mertens.**

Georgian **Mike Smith** rode his Camel-backed Honda NSR500 to an eighth-place finish in the ninth round of the All-Japan Road Race Series in Suzuka City, Japan, September 12. The race was won by **Yoshihiko Fujiwara** (Yam) with **Toshihiko Honma** (Yam) second and **Norifumi Abe** (Hon) third. The race was Smith's first-ever on a 500cc GP bike.

U.S. scores 13th straight MX des Nations win

The American team of Jeff Emig, Jeremy McGrath and Mike Kiedrowski barely won the Motocross des Nations in Schwanenstadt, Austria, September 12, emerging with a one-point victory to extend the U.S. win streak to an unprecedented 13. Team Yamaha's Emig (right) was America's top performer by recording 1-2 finishes for the overall win in the 125cc class.

With a record 29 nations participating, the U.S. squad defeated the Belgium team by a single point. Sweden finished a close third, while the Great Britain and New Zealand teams rounded out the top five.

Under the Motocross des Nations' unique format, each team is represented by one rider in each of the three 125, 250 and 500cc classes. Each rider races twice, and the best five of six results are counted for the team scoring.

The U.S. team started strong in the first race, which featured 125 and 500cc bikes, as Team Kawasaki's Kiedrowski won his class and Emig second in his. In moto two, Emig topped the 125cc class while Team Honda's McGrath ran fourth among 250cc riders.

After two motos, the U.S. had a five-point lead on Belgium, and Italy was another point back in third. But before moto three, Italian rider Alessandro Puzar had trouble negotiating his way through the people and motorcycles in the congested pits, and arrived approximately 30 seconds late to the staging area. Each rider is required to report to the starting area no less than 10 minutes before the start of the moto. As a result, Puzar was not allowed to compete in the final moto, which ruined the Italian team's chances at the win. Belgium took full advantage of the Italians' misfortune, as Marnicq Bervoets won the final 500cc race and Stefan Everts finished third among the 250cc riders. America's win streak appeared to be in jeopardy when Kiedrowski got off to a poor start in the final moto, but the 250cc AMA National Champion passed three 500cc class bikes in the final three laps to finish third and sew up the U.S. win with an 11-point total. Belgium was a close second with 12 points, and Sweden finished third with 15.

This was Kiedrowski's third appearance in the famed event, which dates back to 1946; he also rode for winning teams in 1989 and 1991. Emig made his MX des Nations debut last year, and McGrath was the team's only rookie this year. In individual scoring, Emig was the overall winner in the 125cc class, Everts topped the 250cc class, and Bervoets edged out Kiedrowski on a tie-breaker for the 500cc class win.

Davey Coombs

If the absent **Wayne Rainey** cast a long shadow over Laguna Seca, it didn't show in poor crowd attendance. Fears that injuries to the three-time World Champion would keep crowds away were not realized as both car and motorcycle parking lots filled up and vendors reported brisk sales. That is surely how Monterey resident Rainey would have wanted it. The feeling of shock and despair at his injuries sustained less than a week before was ameliorated to an extent by news from his team that he was facing the crisis with characteristic strength of character and determination. Proof came in a handwritten fax received by Marlboro Roberts team member Chuck Aksland on the second morning of practice: "Just because I'm not there doesn't mean you can quit working. Where are today's times?" Promoters issued a press release claiming a crowd estimated at 50,000 for Sunday's race and a three-day crowd of 80,000.

Ticket prices for the **United States Grand Prix** were set at $65 for a three-day ticket and $45 for race day (these were for tickets purchased in advance - race day prices were higher). They were a little lower than prices at some recent European GPs, but still represented a doubling of prices prevailing two years ago, when the race was last run at Laguna Seca. Promoter **Kenny Roberts** was pleased with his first-ever race promotion: "It looks good," Roberts said. "Everything went well with the exception of the sheriff's department. They were going a little overboard, giving tickets to mechanics carrying wheels on scooters. We've just got to do something about it before next year, but overall I'm very happy. I think we provided good entertainment and facilities to spectators of every income level."

Laguna Seca still lacks permanent garages, but conditions were somewhat improved this year compared with the container-boxes of previous years. Several enormous tents had been acquired from the golf tour, and pressed into service as temporary workshops behind the pits, as well as a paddock restaurant and press office.

Aprilia to join the 500cc class? Maybe so, according to strong rumors at Laguna Seca. But they will do so in their own way, with a development of their 250 twin that will take advantage of lower weight limit to challenge the heavyweight V-fours. The bike is said to be a 400cc version of their twin-crankshaft rotary-valve-induction 250, which returned to GP-winning form in Britain and Misano. While there was no official confirmation, it is expected that they will have a machine ready for first tests in October. **Loris Reggiani** is expected to ride it, and then to be given the choice of staying in the 250cc class next year, or (if tests are promising) of racing in the 500cc class. Engineers expect a power output in the region of 130 horsepower. Regulations give a twin-cylinder 500 a 66-pound weight advantage over a four-cylinder machine of similar capacity. Bimota have long threatened to bring a twin-cylinder 500 to the GPs, but although the bike has undergone tests and raced in the domestic Italian championship it has yet to make a World Championship appearance. Racing opinion is that a super-250 would be able to match and perhaps even beat lap times of the current 500cc V-fours because its narrower tires and lighter weight would allow higher cornering speeds, but would be at a disadvantage in a head-to-head race because of inferior acceleration.

There was no more news on HRC's supposed new sponsor at the U.S. GP, but confirmation came from the F-1 car race in Monza, Italy, that the **Japan Tobacco Industry** monopoly is moving back into motorsport. Benetton confirmed that their lost Camel sponsorship will be replaced by Mild Seven. The connection is **Cabin,** another Japanese tobacco brand, who is strongly rumored to be working on a sponsorship package with HRC.

Sete Gibernau, wild card for the 250cc GP in Spain, is looking for a third-time-

is-the-charm outing. The Spaniard, a teammate to **Kenny Roberts Jr.** in the Spanish Ducados series, already had a wild card entry for Jerez, but was forced out after breaking his collarbone the week before the race. He had another entry for the next Spanish round in Catalunya, but snapped the same collarbone a week before the race. He'll try again at the Jarama round of the series on September 26.

The return to Laguna Seca saw a return also of the question of safety at the controversial track. All the front-row qualifiers in the 250cc GP - **Loris Capirossi, Jean-Philippe Ruggia, Max Biaggi** and **Doriano Romboni** - complained about the traditional tough spots: the entry to the notoriously difficult Corkscrew, the final turn 11 onto the start/finish straight, and the flat-out swerve at the end of that straight, lined by a high bank. All but Ruggia were seeing the circuit for the first time. Six turns were protected by a total of 28 modules of the 26-foot Air Fence, but even so there were places where hay bales and concrete walls were uncomfortably close to the trackside. The 500cc-class riders were kinder - not so surprisingly, given a distinctly American bias, as well as some experience with the track so as to be aware of improvements. "Some places still need attention, but each year we come they have made big improvements," said **John Kocinski.** "The more we come back the better it will be." **Michael Doohan** concurred. "There are a couple of places here that are a bit scary, but most circuits have some danger spots. But it has a bad name it doesn't really deserve."

Kevin Schwantz had all but won the 500cc World Championship by the time everyone got to Laguna Seca, but it was overshadowed by the injuries sustained by **Wayne Rainey.** "I'd rather have finished second than seen him hurt like that," said Schwantz. "I've raced against him for many years before we came to the GPs, and we've become friends over the years. We both dropped one result through crashes - mine when I was knocked off at Donington Park, and after that I was just five points ahead. Until I knew how badly he'd been hurt in Italy, I was looking forward to a good fight over the last two races." Winning the title means that Schwantz will finally drop his long-standing racing number 34 in favor of number one. "I always said I'd stay with that number until I won the title. Now I guess I'll have to do it."

Wayne Rainey's crash and permanent injury has thrown the remaining works berths into a state of some confusion. Favorite for his Team Marlboro Roberts berth is **Doug Chandler**, who is deeply unhappy with his Cagiva slot after **John Kocinski** was drafted in. Chandler fulfills all the other criteria, including being Californian. Kocinski would be another good choice, but it is unlikely **Kenny Roberts** would want him back, and almost certain that Marlboro would not. Meanwhile, the bad atmosphere in Team Marlboro Pons between team owner **Sito Pons** and rider **Alex Criville** seems certain to result in a split. Criville will take the Marlboro money, and his name is now being linked with Erv Kanemoto for next year. Kanemoto is (along with Cagiva) the only possible 500 team boss anxious to get hold of Kocinski, and acquisition of Marlboro money along with Criville may allow that to happen. Unless Marlboro blocks the move. This leaves Cagiva with nobody. Unless they can persuade Kocinski to stay after all.

The 250cc Suzuki has seemed ill-favored since John Kocinski walked out on the Lucky Strike team halfway through the season. More bad luck saw wild card rider **Jimmy Filice** crash out of the U.S. GP during qualifying, where the AMA 250cc Grand Prix National Champion and former U.S. GP winner might have turned in a good result. There was much delight in their pit when news came that the bike had won an All-Japan national race against top factory opposition on September 12. Rider **Noriyaki Numata** had led the previous All-Japan race until the last corner, where he was rammed by a Honda rider, dropping him to fifth.

The crash suffered by **Freddie Spencer** in the final Laguna Seca qualifying session was perfectly in keeping with his rotten luck all year, and was taken by many observers to signal the end of his GP career. However, Yamaha France team boss **Serge Rosset** (who also builds the Roc privateer chassis for the 500cc class) said that if he could find a bike for Spencer next year, he would definitely give him a ride. Spencer blamed the crash on his still-troublesome right hand injuries sustained in Japan, in practice for the third race of the year. "I went into turn three on new tires, and though I felt the front go, my wrist was too stiff to allow me to close the throttle fast enough." Earlier, he had been as high as seventh in practice.

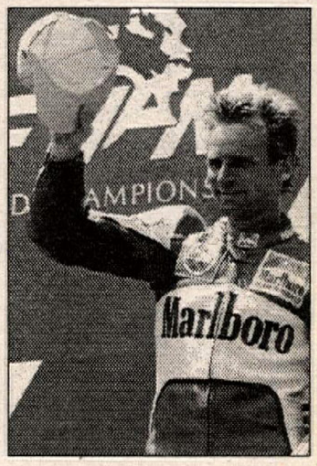
Trackside graffiti at Laguna Seca paid tribute to absent hero **Wayne Rainey**, who had returned to hospital in Los Angeles two days before the U.S. GP. One sign read: "It's always a Rainey day in Monterey. We love you Wayne." Rainey was scheduled for surgery on Tuesday to rebuild shattered bone in his spine to make it more comfortable for him to sit up.

Yamaha has threatened to stop supplying privateer level engines to 500cc teams after they discovered that some private teams have been buying cheaper copy spare parts from other suppliers, including Bartol and Ziegler. The threat was contained in a letter sent to all the private Yamaha teams at Laguna Seca. The making of pattern parts, the Yamaha letter said, constitutes not only a breach of Yamaha's secrecy but also undermined the sacrifices they had made to provide privateer level engines. They also said they hoped to make 10 "Big Bang" engines available to privateers next year, five to Harris and five to Roc. However, these would not be sold, but leased to favored teams.

Dirt Shirts Inc. has reached agreement with the AMA to become the title sponsor of the inaugural **Fall Classic MX Series.** The six-event series will feature AMA professional expert and pro-am riders, as well as expert amateurs, in two classes of competition. Red Bud Track 'N Trail in Buchanan, Michigan, will host the opening event on September 26, and the series will conclude six weeks later at Gatorback Cycle Park in Gainesville, Florida, on October 31. The Open class will feature no maximum displacement limit, and will be accompanied by a 125cc division. A series sweepstakes will provide a grand prize winner with two round-trip airfares to the opening event of the 1994 Camel Supercross Series in Orlando, Florida, January 15.

For his win at the September 5 Steel City 125cc MX National, Fox Racing rewarded Kawasaki's **Robbie Reynard** with a trick dual-suspension mountain bike, which was presented to him at the September 9-12 Mammoth Mountain MX. "We had a little incentive going," said Pete Fox. "We told him that we'd get him a bicycle when he won his first National moto, and it just so happens that he won the overall as well."

Rainey transported to Los Angeles hospital



Three-time World Champion Wayne Rainey (right) arrived in Los Angeles, California, on Friday, September 10 and is set to begin his rehabilitation at Centinela Hospital in Inglewood, California. Rainey crashed his Marlboro Yamaha while leading the Italian GP on September 5, sustaining spinal injuries which have caused paralysis from the middle of the chest down.

Rainey will be treated by two physicians who have worked with members of the nearly all the Los Angeles sports franchises, including the Lakers, Kings, Dodgers, and Rams.

"A lot of our purpose in bringing Wayne to Los Angeles was that he and Shae (Rainey's wife) have a lot of family and friends in the vicinity," said Dean Miller, Rainey's long-time trainer. "And being in an atmosphere where other athletes are rehabilitating was something he wanted to do."

Rainey was scheduled to undergo surgery on Tuesday, September 14, to stabilize his spine, which will allow him to sit up comfortably.

"Other consultations were made last week with Dr. Peter Richards, a neurosurgeon and IRTA medical officer, Dr. Giancarlo Caroli from Bolgna (Italy), Professor Sailliant, who worked with Clay Reggazoni (a former car racer), and Bernie Eccelstone put us onto Professor Sid Watkins, the Formula One doctor. They've all spoken to one another, and through their experience and understanding of the case, they're all in agreement on the stability procedure that needs to be performed."

Miller and noted orthopedic surgeon Dr. Art Ting were scheduled to discuss the pre-rehabilitative, surgical procedures and post-rehabilitation procedures to Rainey, his wife Shae, and the Rainey family on Monday, September 13. "It could be a lengthy rehabilitation process, but knowing Wayne and his drive, we hope to cut the program shorter than expected."

Marlboro Yamaha team owner Kenny Roberts visited Rainey on Saturday night, September 11, before returning to Laguna Seca for Sunday's United States Grand Prix.

"Mentally he's very, very strong, much stronger than we are, and he's got a strong wife," Roberts said. "But we all know there will be highs and lows. We want Wayne to get on with his life, we love him and we're just glad he's here.

"It could have been a lot worse, that's what we've reflected upon. And it could've happened on a scooter on the way to the shops. Wayne knows he went out leading a race, hard on the gas. Guys like Wayne are one in a million. He's got a lot to look forward to. He's very positive, he wants to stay in the sport, build riders and run a team."

After enjoying the best finishes of his career in 1993 as a Kawasaki support rider, **Michael Craig** signed with the Noleen Yamaha team for the '94 season to compete in the 125cc National and 250cc Supercross Series. Craig debuted his new ride at the Mammoth Mountain MX, and finished fifth in the 250cc Expert class.

Vintage Motorcycle Days 1994, the AMA's annual celebration of the history of motorcycling in America, will take place July 22-24. In its first two years, the event brought more than 12,000 vintage enthusiasts to the AMA's headquarters in Westerville, Ohio, an added-events area expected to make the 1994 version even bigger.

Aztalan Cycle Club's **Aztalan Raceway** in Lake Mills, Wisconsin, will host a motocross race for Senior and Vet class riders on October 9. The **North American Seniors MX Championship,** as the event is being called, will feature classes for riders from 25 to over 60 years old, with a $3000 purse being offered for the +30 class. For information, call 414/786-4420.

On Saturday, September 18, Perris Raceway in Perris, California, will host **GFI Dollar Day.** The gate fee will be just one dollar, and for another buck, GFI members will be able to race. For more information, call 909/371-3434.

Speaking of GFI Racing, their At Night MX Series concluded on September 4 at Perris Raceway, and **Eric Anderson**, a 125cc Novice class rider, drove home in a new 1993 Chevrolet S-10 pick-up truck. The truck was raffled off among the top five overall series finishers in each class.

Suzuki's Sports Promotions Press Relations Manager **Joe Colombero** had a weekend that he'd rather forget at the Mammoth Mountain MX. After finishing poorly in his Open Junior class heat race, Colombero gated well in his semi and looked well on his way to qualifying for the main event. It was not meant to be, however, as Colombero swapped violently over a jump and crashed into the bushes, separating his shoulder in the process. Papa witnessed the entire ordeal, and gave Colombero a near-perfect score of 9.5.

NAMED: *Cycle News, Inc.* as publisher of the 1994 Supercross Souvenir Yearbook, the official event program of the AMA Camel Supercross Series.

BORN: Parker Edward Jones, son of Noleen Racing's Clark Jones and his wife Lois, in Ontario, California, on September 8.

PROMOTED: Mel Harris, to the position of motorcycle marketing director of American Suzuki Motor Corporation. Harris is a 12-year employee of the company, and will also continue to act as national sales manager for the motorcycle division.

AUTOGRAPH SIGNING: At Longview Honda-Yamaha in Longview, Washington, past and present dirt track heroes Eddie Mulder, Skip Van Leeuwen, Sonny Burres, Gary Scott, Chuck Joyner, Randy Skiver, Jay Springsteen, Brad Hurst, Ricky Graham, and Bubba Shobert, on Saturday, September 18, from 11 a.m. to 1 p.m. Info: 206/636-1220.

MARRIED: FMF's Hylton Beattie and Colleen Brown on September 8 in Mammoth Lakes, California. "We met at last year's Mammoth MX, so we figured it was only appropriate to tie the knot at this year's race," said Beattie, who celebrated by racing to 10th in the 500cc Junior class the following day.

HIRED: Brian Cornelius, as a sales representative for Regina USA, Inc.

INSIDE

FEATURES

ROAD RACE
U.S. GP
Kocinski completes comeback at Laguna Seca 6
Capirossi caps 250cc USGP 12
Raudies heads 125cc battle by the bay 14

OFF ROAD
Hawkins flies to Texas National Enduro win 20

DRAG RACE
Schultz takes points lead at U.S. Nationals 21

RIDING IMPRESSION
Hammering on the 1994 Honda CR125 16

DEPARTMENTS

EVENTS 22
CALENDAR 34
RESULTS 38
WANT ADS 39

ON THE FRONT PAGE:

Kevin Schwantz (34) leads Mick Doohan (behind Schwantz) and John Kocinski (3) through the Corkscrew during the USGP at Laguna Seca. For the complete story, turn to page 6. Photo by Henny Ray Abrams.

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VOICES Letters to the editor

The helmet hair blues

I was very pleased to read your coverage of the most recent AMA National at Sears Point. It was even better than being there!

My wife and I took a lap around Sears Point that was very carefully controlled and paced by Sears Point pace cars. I must say I've gained a whole new respect for the racers, who make it look deceptively easy. We were given strict instructions not to do anything stupid and to keep the speed down, and no one was allowed on the track without a helmet. This sounded more than fair to me.

My only gripe is that before and after each race, an AMA official (I'm assuming he was with the AMA because of his uniform) took a lap around the track on a dual purpose bike, wearing no more head protection than his AMA hat. Does this really set the best example? What if the official lost it out on the track and really got hurt? I'm sure the press would love to sensationalize that. I asked a corner worker about this and was told that the AMA runs the event and can do whatever they want. I was never able to get a satisfactory answer from an official, other than being politely told to mind my own business.

Don't get me wrong. I'm not trying to start another helmet debate. My wife and I always wear our helmets and after taking a lap myself, I would not dream of not wearing the proper equipment. So how about getting with the program, AMA?

Stephen H. Kramme
Santa Rosa, CA

"Laid off," not "terminated"

This letter is in response to your In the Wind item regarding the restructuring of the Motorsports Division at Yamaha Motor Corporation.

In layman's terms, I was laid off, not terminated, as your piece claimed. There is a big distinction between the two terms, as my lay-off was due to restructuring changes within the department, not in relation to performance. I hold Yamaha in highest regards and feel honored to have been an employee at such an esteemed company.

Parting with Yamaha was an unfortunate situation. I do hope this letter clarifies the status of my departure.

Paul Kellen
Cypress, CA

A way to stop Ricky?

Well, he did it. They don't call him "Mr. Springfield" for nothing.

Privateer Ricky Graham rode his seven-year-old Honda to the front of the pack and beat the best and latest that Harley had to offer, dominating Springfield much as he did in May. In the process, he managed to wrest the number-one plate from the factory team. Ricky will wear it proudly next season, as well he should.

Watching the in-fighting at AMA headquarters will be almost as much fun as watching the racers on the track. I can imagine the Harley representatives behind the closed doors of the Competition Congress, whispering, "do something." Unfortunately, there's not much they can do.

The AMA could reimpose the weight penalty that was just lifted a couple of seasons ago when it looked as though the Hondas were no longer a threat. However, this would be so obviously protectionistic and transparently political that even some Harley-Davidson fans would object.

The AMA could order that the restrictor plates that all 750s already must have be made smaller still. It's widely acknowledged that these plates hurt the Hondas more than the Harleys. This too would pose a problem, though. As things are now, the fastest 600s are pulling lap speeds on par with the slowest 750s. While I doubt I will see a 600 in the Camel Challenge, this would make the gap between the two classes too narrow for comfort, for the fans and racers alike.

Perhaps the only idea that has a chance to put these upstart Hondas in their place is to simply pass a rule that would only allow motorcycles manufactured in the last seven years to be eligible. This would outlaw the Hondas altogether and create another Harley-only class. This idea just may have the inside track.

Watch and see. It will be a very interesting winter.

Dennis Wendt
Waupun, WI

Good luck, Wayne

I was deeply saddened, as was everyone else in the motorsports world, by the tragic accident that Wayne Rainey suffered at the Italian GP at Misano. I've watched Wayne race for many years, so it is especially heartwrenching to have something like this happen to "one of our own."

Let us all wish Wayne a speedy recovery and give Wayne and his family our warmest wishes and prayers. We're pulling for you, Wayne!

Is there an address where we can send get-well wishes to Wayne?

Lon K. Taniguchi
Santa Rosa, CA

For an update on Rainey's condition and an address where cards and letters can be sent, see In the Wind...Editor

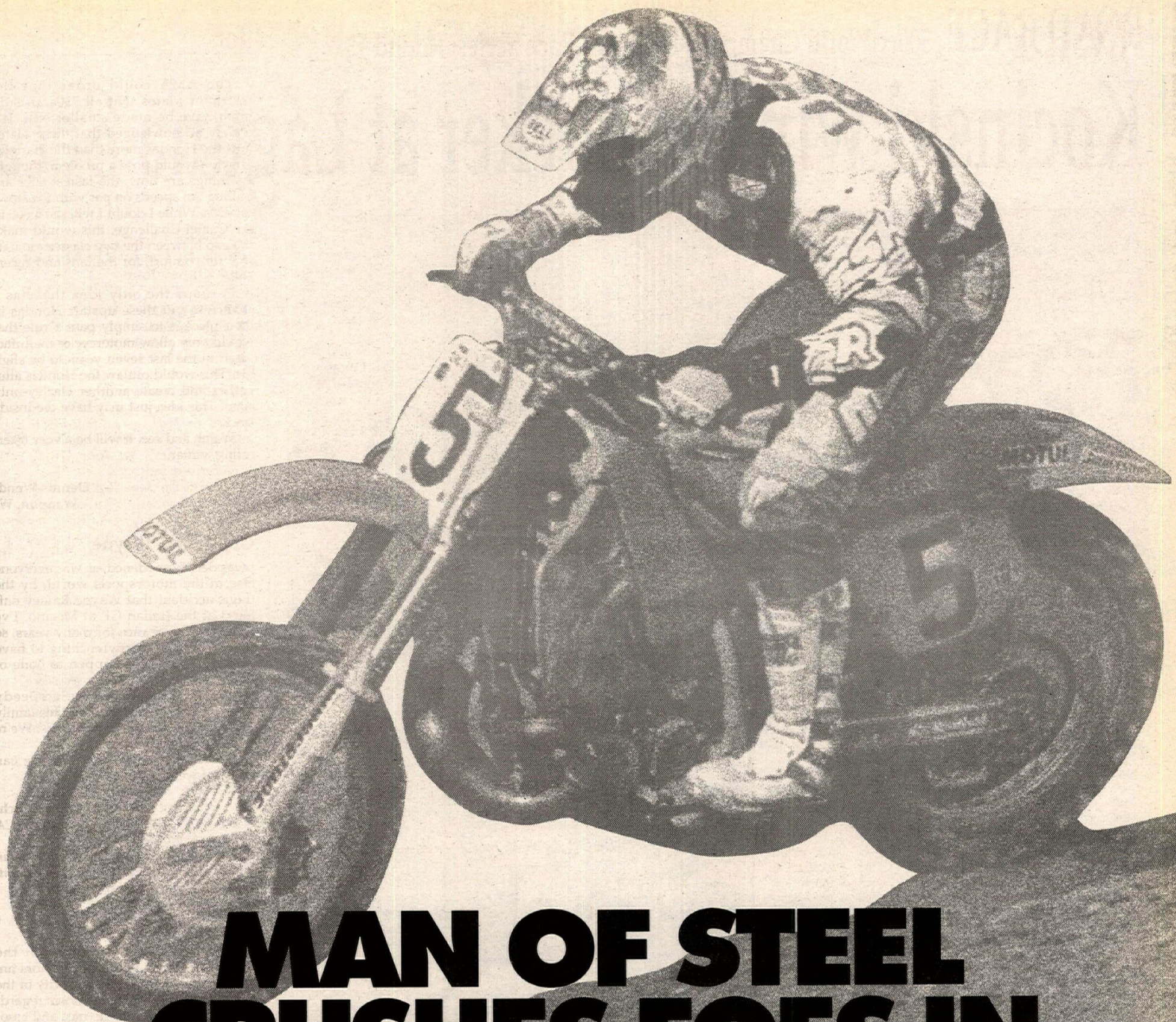
Whose best interest?

It is clear by their actions that the AMA/District 37 board of directors are ignoring the views of the majority of the D-37 sports committee members regarding the Barstow-to-Vegas race and associated BLM land closures.

It has been four years since the last B-to-V race and unless something changes it will have been the last. This year the board has voted to allow a club (So. Cal. M.C.) to hold a race on the traditional Barstow-to-Vegas race day. It makes one wonder if a back room deal was worked out with the BLM or others so that an event would be held on November 27 in order to reduce attendance at a legal B-to-V protest. Two questions that every D-37 member should ask themselves are: Does the D-37 board of directors represent my interests or their own agenda? And if the Barstow-to-Vegas race is allowed to be taken away from us without a fight, which race is next?

John W. Dietrich
Moreno Valley, CA

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498 or faxed to 310/427-6685. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.



MAN OF STEEL CRUSHES FOES IN COLOSSAL STRUGGLE.

SEPTEMBER 6, 1993. TEAM KAWASAKI'S MIKE LAROCCO POUNCED ON HIS FIRST NATIONAL TITLE DURING THE FINAL 500CC CHAMPIONSHIP BOUT SANCTIONED BY THE AMA. LAROCCO'S TRIUMPH CAME AS TEAMMATE MIKE KIEDROWSKI ANNIHILATED THE COMPETITION AT THE STEEL CITY RACEWAY. KAWASAKI'S ROBBIE REYNARD ALSO LEVELED A DEVASTATING BLOW WITH HIS FIRST 125CC VICTORY. WHEN IT WAS TIME TO GET ROUGH, TEAM KAWASAKI TOOK NO PRISONERS.

Kawasaki

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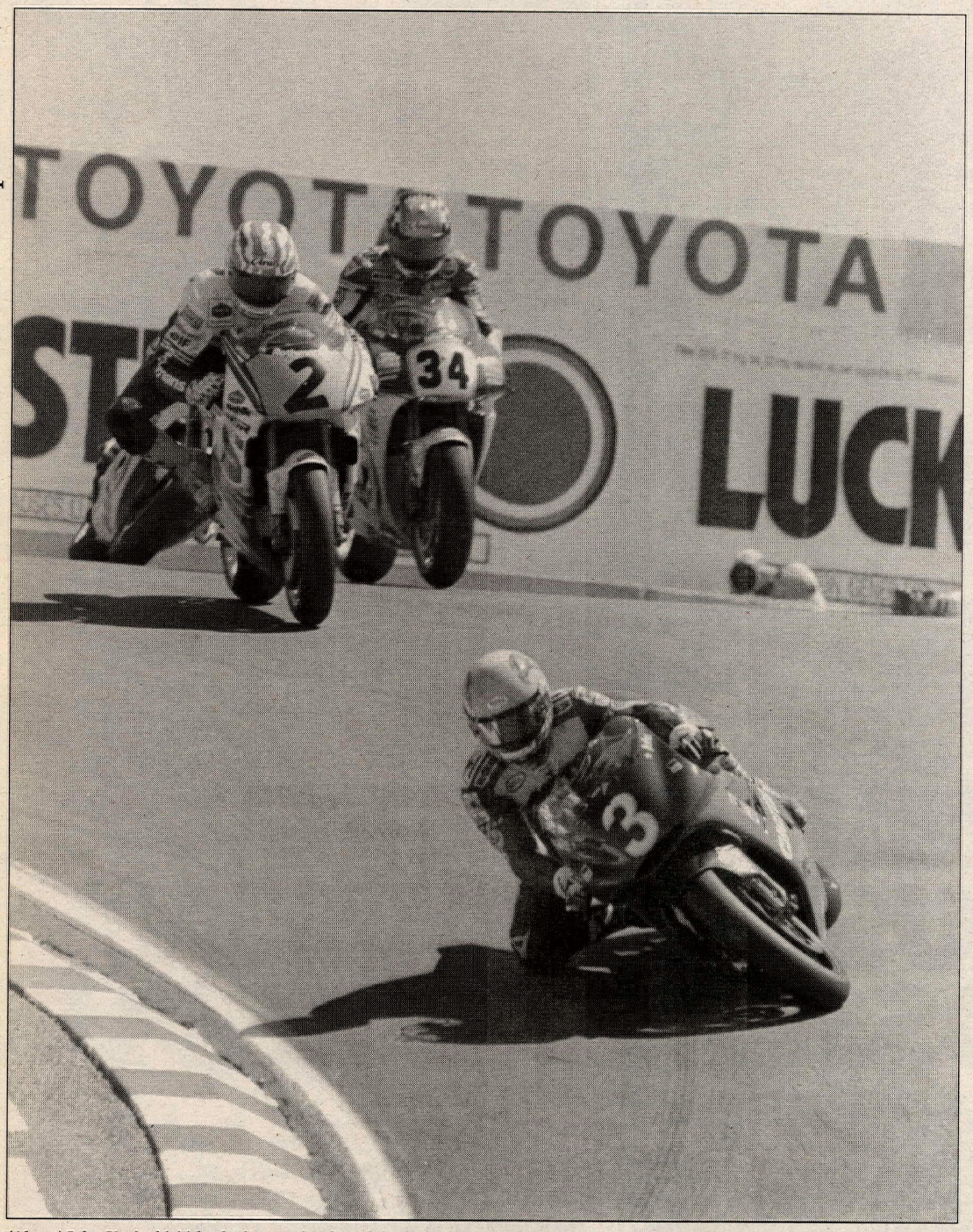
ROAD RACE 500cc World Championship Road Race Series: Round 13

Kocinski wins a shocker at Laguna Seca



(Above) John Kocinski (3) leads the opening lap of the United States 500cc Grand Prix; Michael Doohan (2) and Kevin Schwantz (34) give chase. (Below) Doohan took the lead and appeared to have the race won until he crashed out with just six laps to go in the GP.

By Michael Scott
Photos by Henny Ray Abrams and Kinney Jones

MONTEREY, CA, SEPT. 12

Laguna Seca's infamous Corkscrew corner pulled a twister at the United States Grand Prix. And the guy who got the champagne was John Kocinski, giving Cagiva their first-ever victory in dry weather and only their second in 10 years of trying; and confirming a straight flush of five American 500cc-class winners in five GPs at the California circuit.

The victim was Rothmans Honda's Michael Doohan. With just six laps to go, the Australian was firmly in control of the race. Then he ran wide on the exit of the tricky downhill chicane and clipped a hay bale, crashing there for a second time on the weekend. He broke a bone in his right shoulder and ended his 1993 GP season.

His bike bounced back across the track, and Kocinski was lucky to avoid hitting it as he came through. From there on he was able to hunker down and draw away from his last challenger, Alex Barros on the Lucky Strike Suzuki.

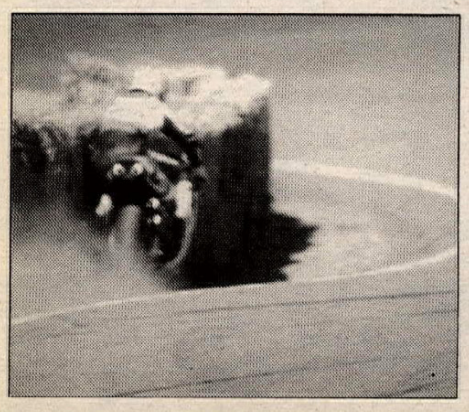
After the race, Kocinski dedicated his win to Wayne Rainey, winner of the last three U.S. GPs, and victim last weekend of a crippling Italian crash. "I knew I just had to stay consistent. That's the way Wayne did it, and I felt him there with me," Rainey's former Team Roberts teammate said.

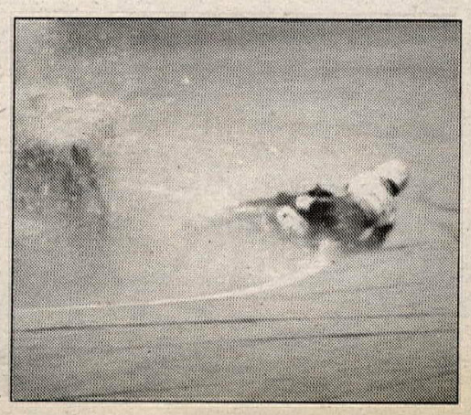
Barros finished more than six seconds adrift, having chosen caution and settling for second after remembering very clearly how he had crashed in the closing laps in Assen and Jerez with victory in sight.

Third went to Marlboro Yamaha's Luca Cadalora, who had tried to challenge the leaders after recovering from a mediocre start, but in the end had to settle for the last rostrum position. It was the first time since Assen, halfway through last year, that the top three had not included Schwantz, Doohan, or Rainey.

Kevin Schwantz was fourth, after leading early on, only to drop back as his right hand went numb - a legacy of his lost weekend at the British GP at Donington Park three races ago. The Lucky Strike Suzuki rider fell there in practice, then was knocked off in the race, and a bone in his right hand was fractured. Now, racing just one week after the catastrophic Italian GP, the injury flared up, and left him unable to press home his early advantage.

But with Rainey watching the race from his hospital bed in Los Angeles, paralyzed from the chest down after his tragic crash in Italy last weekend,





Schwantz drew still further ahead on points to underline his first World Championship victory - a bittersweet affair after the injury suffered by his long-standing rival and racing friend.

Schwantz also set fastest lap, almost a full second slower than his own lap record set at the last GP here two years before.

Freddie Spencer was denied the chance to rehabilitate his GP reputation in front of his home fans after a practice crash left him with fractures in his left hand and foot.

Doug Chandler, racing close to his Salinas home, was also out of luck. The Cagiva rider crashed after 11 laps, sliding to the dirt on the exit of turn two.

The first 500cc GP of the post-Wayne Rainey era began with a Cagiva leading out of the box. It was Kocinski's, pulling a group of three others - Doohan, Schwantz and Barros - who quickly drew away from the pursuit, led by Chandler on the second Cagiva.

Schwantz was sizing them up, because the pace was still relatively easy. "I felt relaxed, but I knew my hand might give me trouble, so I decided to try and get in front and get a bit of a cushion," he said.

He dived inside the Cagiva to take the lead on the fourth time through the left-hand turn five, and was able to control the pace easily. But he couldn't pull away, and the quartet stayed glued together as his teammate Barros copied his move to consign Kocinski to third one lap later.

After eight laps, the Texan's hand injury started to play up.

"It was going numb, and I thought if I backed off for a couple of laps it might improve and give me another chance. So I moved over to let Alex (Barros) get past me, then I held the other guys up for as long as I could to help him make a bit of a break. He's helped me a lot during the season."

Kocinski found Schwantz hard to get past as the Suzuki rider used all the road and more. "We lack a bit of acceleration out of the turns," he said. At one point he dived inside into the last turn, only to be forced wide and back into third place on the exit.

This gave Doohan his chance, and he promptly moved past Kocinski and then Schwantz one lap later. At this point Barros had a cushion of 1.8 seconds, but the Honda rider had both speed and determination, and he rapidly whittled it down, and on the 16th lap he moved through on the exit of turn four to take the lead.

The race was still far from settled, with Barros hanging on grimly, responding to the Australian's every move, and Kocinski closing up too as they ran into lapped traffic for the first time on the 22nd lap.

But Doohan was able to use the slower riders to his own advantage, and three laps later he'd opened up an advantage of better than 2.5 seconds as Kocinski moved past Barros into second.

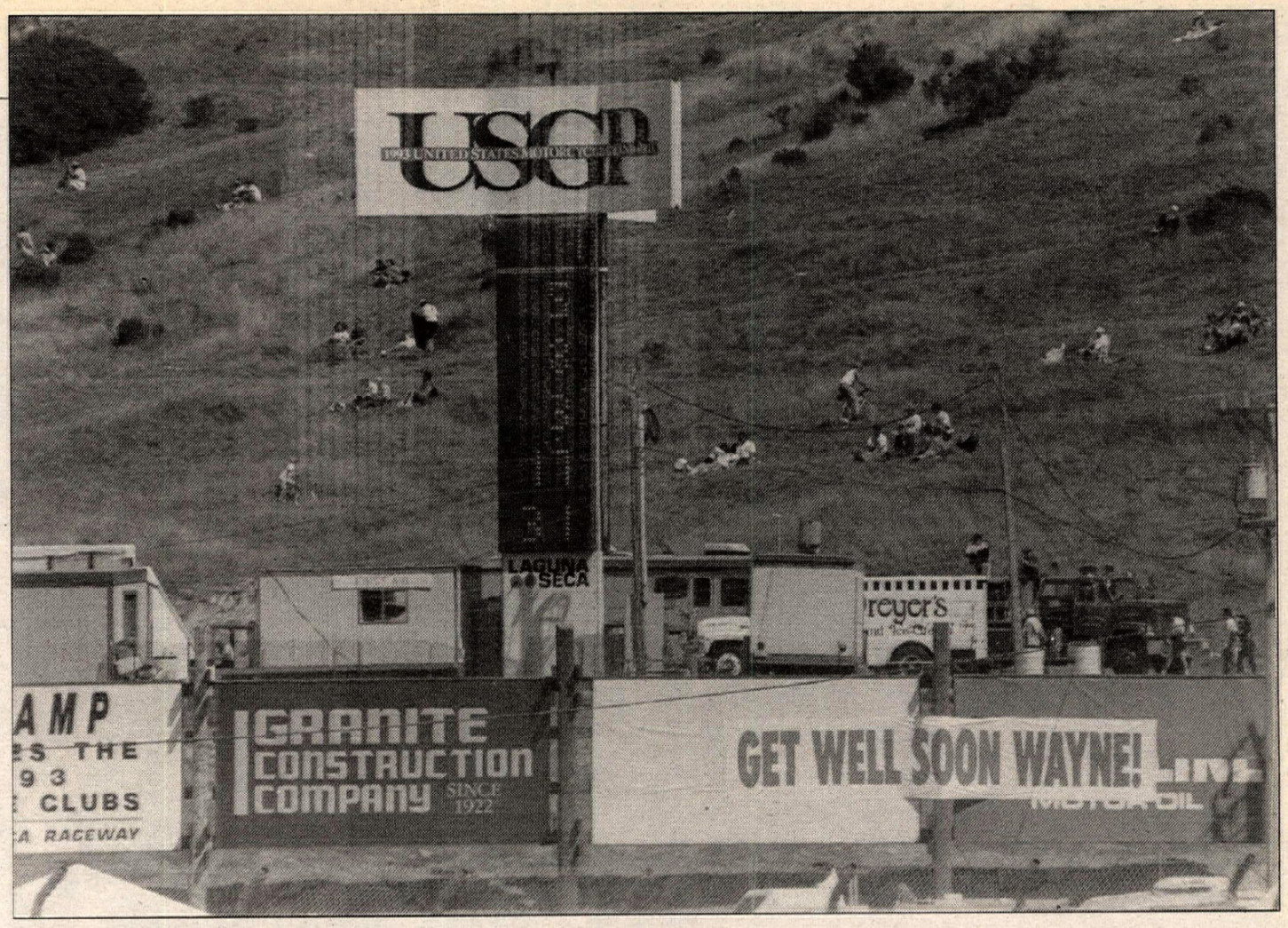
In fact, the Brazilian had run into tire trouble, and made a conscious decision for once to avoid taking risks in the hope of a race win and to settle for what was now a certain top three finish.

There remained little more, it seemed, until Doohan suddenly promoted everybody. He made a small slip in the middle of the Corkscrew, and was thrown out of the saddle. But he landed back on the bike sidesaddle, and seemed to have saved the day even though he was now way wide and on the dirt. But there was to be no miracle. He clipped a straw bale and was sent flying and then rolling down the track, breaking a bone in his shoulder and putting himself out of this and the next GP, the last one of the year.

Kocinski was now free of threat, and could carry on charging to take his third U.S. GP win - he won the 250cc GP in 1989 and 1990. There was much rejoicing also at Cagiva, with their first straight race win: the previous one, by Eddie Lawson in Hungary last year, had been a superbly calculated tactical gamble on tires in changing weather conditions.

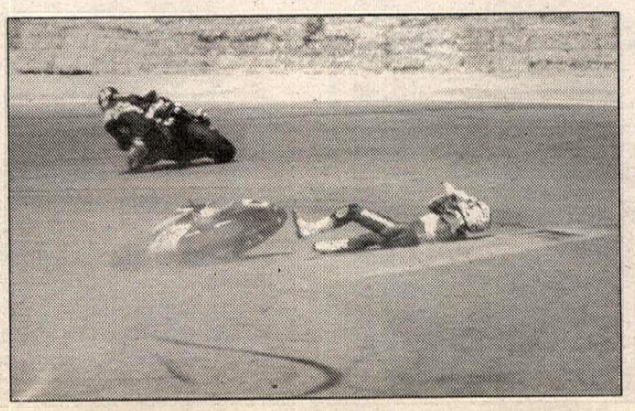
Cadalora had never really challenged, after moving through from a sixth-place start on lap one. He'd been consigned to seventh by Beattie, and had spent until lap nine getting ahead of them again, by which time he was well adrift of the leaders. He'd also had a huge slide, which gave him something of a scare.

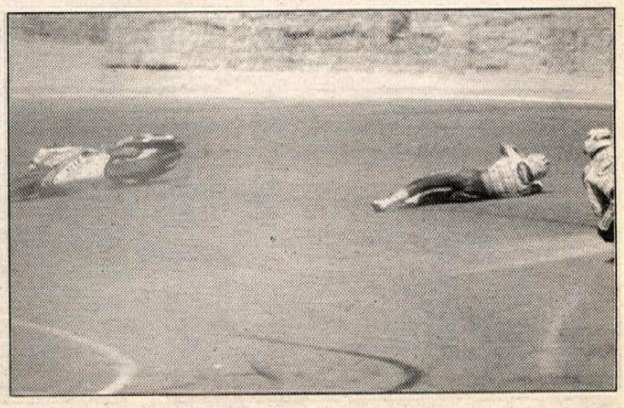
The Italian managed to get almost in touch with the front group, and was at one point less than two seconds behind Kocinski, but the effort had cost him dearly, and he couldn't maintain the pace.



Wayne Rainey supporters filled the fences at Laguna Seca with banners wishing him well in his recovery from serious back injuries.

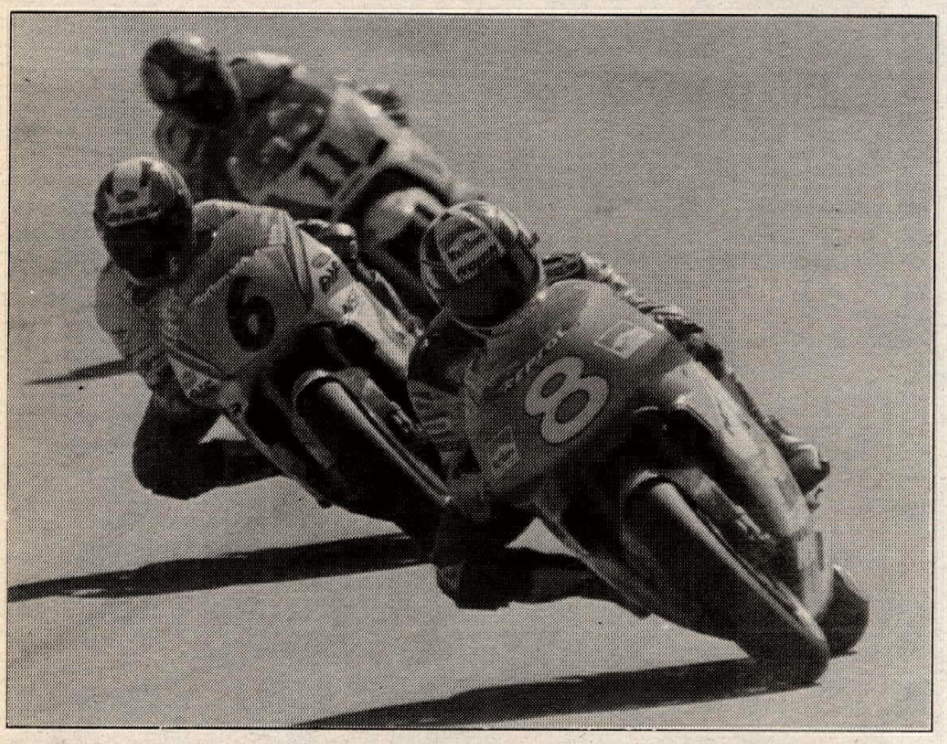
Italian Luca Cadalora (7) finished third with Daryl Beattie (4) placing fifth.



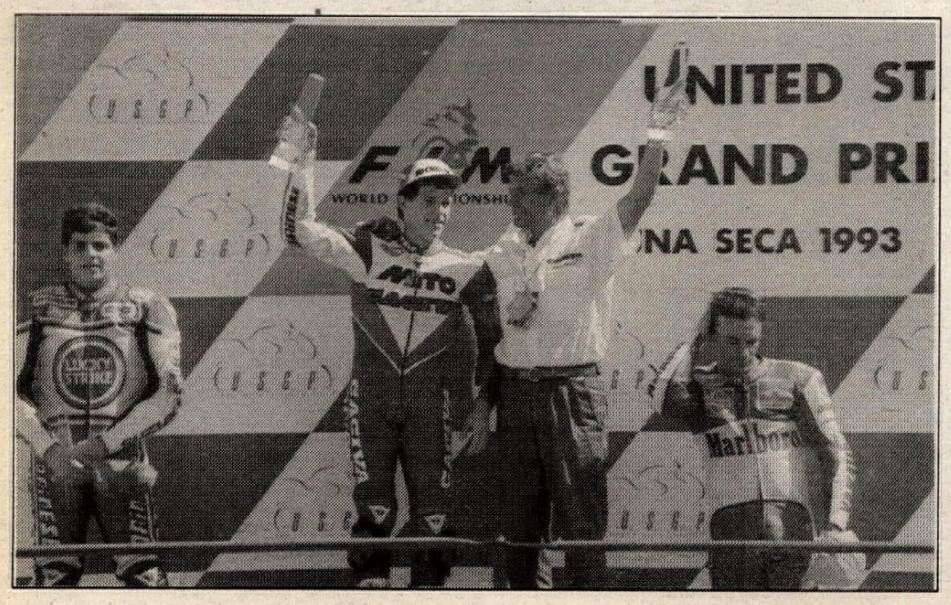


ROAD RACE 500cc World Championship Road Race Series: Round 13

A crowd estimated at 50,000 strong filled Laguna Seca Raceway as Grand Prix racing made a popular return to the United States.



Alex Barros, John Kocinski, team owner Giacomo Agostini and Luca Cadalora.



(Left) Alex Criville (8), Shinichi Itoh (6) and Niall Mackenzie (11) raced for sixth place.

Doohan grabs pole for U.S. GP

For Michael Doohan (right) the closing minutes of practice were crucial. He ran into the Corkscrew like he'd done 93 times already over the four sessions, and prepared to tackle Laguna's most difficult corner. "As I was going in, the bike jumped into neutral, then before I could grab the clutch it jumped into first, it locked the back wheel, and I was thrown over the inside of the bike, and it chased me down the hill."

Luckily, he survived unhurt to start from pole position, having dominated every practice session.

"The track's much the same as two years ago, and so is the bike," he said. "It's not so hard getting through the flat rights (turns three/four) as it was. I guess the tires are better now. But you still have to baby it in. Otherwise you'd just go straight on."

The grid was tight again on the front row, in spite of the absence of Wayne Rainey. Just over a tenth down came John Kocinski, having a third and again highly impressive Cagiva outing and making the red bike move. The kid still has plenty to prove, and was again riding very hard indeed, spinning and sliding much more obviously than anybody else.

"I'm not thinking about winning - just trying to be consistent," he said. "It's been harder to try and get the setup here than anywhere so far. The main thing is to look for more traction."

The pair of Suzukis came next, Alex Barros tried a new type of bottom triple-clamp that extends down the side of the fork outer to give extra bracing. The Brazilian was the faster, relieved now of any thoughts of having to try and help his (usually quicker) teammate's world title bid, and able to concentrate on his own business. "I've had a couple of bad races. I just want to finish, and if it's on the podium then I'll be satisfied." Barros was fast, but still not consistent, going much slower on Friday afternoon than he had in the morning. He avoided the same thing on Saturday, but even then was puzzled at an apparent change in the surface during the lunch break. "It feels different to me, and I don't know why," he said.

More attention was on Kevin Schwantz, who now revealed that he has been riding with a broken bone in his hand for the last two races, the legacy of his pair of Donington Park crashes. "It gave me some trouble in Czechoslovakia," the new World Champion said, nursing an ice pack over his right hand. "And a little in Italy. Now racing two weekends back to back I can't do more than four or five

Schwantz followed him home, nursing his injured hand and saying later: "It was going numb. At that stage, I just wanted the race to finish." He also revealed that he expects to have carpal tunnel surgery at the end of the season.

Daryl Beattie was fifth on the Rothmans Honda after another steady race. His only real passing move of the day had been on Chandler on lap 10, by which time the Cagiva rider was already fading, saying later: "I made a mistake with too soft a front tire - a C compound instead of a D." Two laps later, with Beattie already gone, he paid the price, with a spectacular crash under braking for the second corner. Luckily he was unhurt.

Shinichi Itoh, on the third Rothmans Honda, was sixth and a long way out of touch - almost 20 seconds behind. "In fact, the fuel injection worked the best it has all year," he said later. "The problem was wheelspin and a lack of circuit knowledge."

Marlboro Honda's Alex Criville and Valvoline's Niall Mackenzie had been with the Japanese rider for most of the race, but at the finish they spread out a little. Way back, and the last rider on the same lap as the leaders, was British Champion John Reynolds, on the Padgetts Harris Yamaha, taking ninth to equal his best finish of a first GP year that he is finishing more strongly than he began.

Juan Lopez Mella was 10th, prevailing over the rest of the privateers. Jose Kuhn was six seconds behind, Irishman Jeremy McWilliams was 12th, then Sean Emmett piped Serge Davide, leaving the final point to Laurent Naveau.

As well as Doohan and Chandler, Andrew Stroud, Bernard Garcia, and Luciano Pedercini crashed; Doorakkers retired with clutch trouble, and Mat Mladin pitted the third Cagiva with rear brake problems. American wild card entry Danny Walker was also a non-finisher, retiring with brake trouble (see sidebar).

The points are now academic for Schwantz, who has 232 to Rainey's 214. Doohan and Beattie, however, are now equal third on 156 points each, with Cadalora close on 145, with one race left to decide third to fifth. CN

Results

500cc QUALIFYING: 1. Michael Doohan (1:26.417/91.277 mph); 2. John Kocinski (1:26.563); 3. Alex Barros (1:26.868); 4. Kevin Schwantz (1:26.911); 5. Luca Cadalora (1:27.036); 6. Daryl Beattie (1:27.172); 7. Doug Chandler (1:27.650); 8. Shinichi Itoh (1:27.814); 9. Alex Criville (1:28.006); 10. John Reynolds (1:28.069); 11. Niall Mackenzie (1:28.254); 12. Freddie Spencer (1:28.589); 13. Michael Rudroff (1:28.950); 14. Lucio Pedercini (1:29.103); 15. Juan Lopez Mella (1:29.281); 16. Bernard Garcia (1:29.322); 17. Jose Kuhn (1:29.470); 18. Mat Mladin (1:29.670): 19. Laurent Naveau (1:29.720): 20. Jeremy McWilliams (1:29.959); 21. Tsutomu Udagawa (1:30.100): 22. Renzo Colleoni (1:30.249); 23. Andrew Stroud (1:30.336); 24. Cees Doorakkers (1:30.389); 25. Serge David (1:30.396); 26. Kevin Mitchell (1:30.426); 27. Derek Jefferies (1:30.474); 28. Sean Emmett (1:30.587); 29. Tierry Crine (1:31.065); 30. Bruno Bonhuil (1:31.762); 31. Marco Papa (1:31.990): 32. Danny Walker (1:32.008); 33. Andreas Meklau (1:32.428).

500cc GRAND PRIX: 1. John Kocinski (Cag); 2. Alex Barros (Suz); 3. Luca Cadalora (Yam); 4. Kevin Schwantz (Suz); 5. Daryl Beattie (Hon); 6. Shinichi Itoh (Hon); 7. Alex Criville (Hon); 8. Niall Mackenzie (Yam); 9. John Reynolds (Yam); 10. Juan Lopez Mella (Yam); 11. Jose Kuhn (Yam); 12. Jeremy McWilliams (Yam); 13. Sean Emmett (Yam): 14. Serge David (Yam); 15. Laurent Naveau (Yam); 16. Derek Jefferies (Yam); 17. Tsutomu Udagawa (Yam); 18. Michael Rudroff (Yam); 19. Andreas Meklau (Yam); 20. Bruno Bonhuil (Yam); 21. Michael Doohan (Hon); 22. Andrew Stroud (Yam): 23. Bernard Garcia (Yam); 24. Cees Doorakkers (Yam); 25. Doug Chandler (Cag); 26. Mat Mladin (Cag); 27. Danny Walker (Yam); 28. Kevin Mitchell (Yam); 29. Renzo Colleoni (Yam); 30. Marco Papa (Yam); 31. Tierry Crine (Yam).

Time: 48 min., 17165 sec.
Distance: 33 laps, 72.6 miles.
Average Speed: 89.846 mph.
Margin of Victory: 6.375 sec.
Fastest Lap: Kevin Schwantz, 1:26.837/90.835 mph.

500cc WORLD C'SHIP POINT STANDINGS: 1. Kevin Schwantz (232/4 wins); 2. Wayne Rainey (214/4 wins); 3. (TIE) Michael Doohan/Daryl Beattie (156/1); 5. Luca Cadalora (145/2); 6. Shinichi Itoh (119); 7. Alex Criville (104); 8. Alex Barros (100); 9. Niall Mackenzie (95); 10. Doug Chandler (72); 11. John Kocinski (51/1); 12. Juan Lopez Mella (46); 13. Jose Kuhn (39); 14. (TIE) Mat Mladin/John Reynolds (35).

laps. A bone is fractured, and it seems it has worked itself into an awkward position, and after a few laps it cuts off the circulation. I hope Dr. (Claudio) Costa can fix it for the race tomorrow."

His race approach was determinedly casual. "I have nothing to prove, which a lot of other people do. It would be great to win at home, but I'm just gonna ride the way I have all year. If the bike's good enough and I can get into a winning position, I'll do it. If not, I'm not gonna take risks to do the impossible."

Marlboro Yamaha's Luca Cadalora led row two, racing with the instructions of his injured teammate fresh in his mind. Shattered by Rainey's devastating injuries, Cadalora had wanted to skip the race. "Heck no," Rainey told him. "If I can't be there, I don't want no other American to win the race." Unusually, the Yamaha rider was having trouble getting front grip from his exclusive Dunlop tires. "It's a difficult track, and we have some more work to do to improve the weight transfer. It's important that you feel comfortable on the bike here."

He had Rothmans Honda's Daryl Beattie alongside, the Australian well up with the fast men at another new track, while riding well within himself as usual after a deceptively laid-back first season. He was only just over half a second slower than teammate Doohan on pole, and as one of the only top riders not yet contracted for next year could be expected to produce a strong race.

Doug Chandler was alongside; the other rider who needed to produce something impressive to justify his reputation and secure something worthwhile for next year, after he finally went very public over his dissatisfaction with the Cagiva team. A cowboy from nearby Salinas, he complained good and proper about the Italian team's lack of organization in a local paper interview, praising the bike but saying their disorganized approach made it difficult to do it justice. What he didn't mention was unwanted teammate Kocinski, riding like a demon at the same time as Chandler's effort and commitment has trailed off through injury and other reasons.

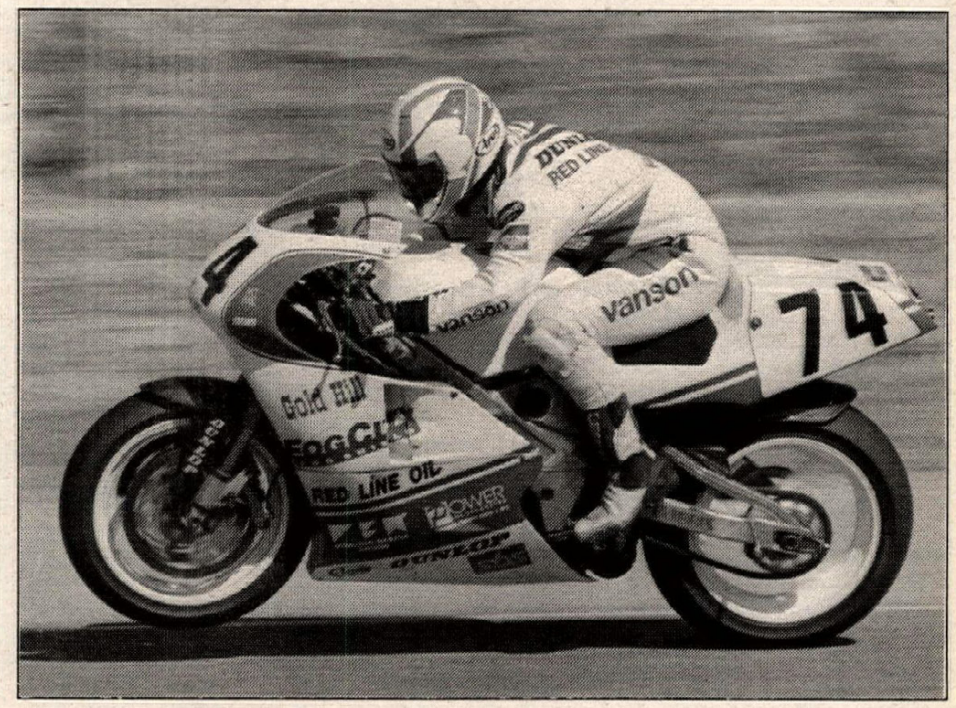
He was over a second down on Kocinski, the first big gap in the top times; and less than two tenths ahead of Shinichi Itoh's fuel-injected Honda. Itoh was having trouble getting to grips with the difficult track and its complex surface. "It seems to be either slippy or bumpy," he said.

Alex Criville led row three, fighting slides while trying to find the right suspension set-up. Mere hundredths slower than Criville's works Honda came British Harris-mounted privateer John Reynolds, really blossoming late in the season to place ahead also of usual top privateer Niall Mackenzie.

The next place went to Freddie Spencer, who was looking like at least a shadow of his former self at his home GP; more than at the previous two races where he was much more injury troubled. Sadly, he crashed in the final session, breaking bones in his left hand and heel, and finishing his dreadful season early.

Spencer's place was taken by Michael Rudroff, at the head of the rest of the privateers; with Bernard Garcia's works Yamaha 16th among them, one place ahead of Jose Kuhn, whose Roc also had a Big Bang engine.

There were 33 qualifiers: American wild card Danny Walker, in his first 500 ride, was second last, with Austrian Meklau at the back.



Wild card entry Danny Walker suffered through numerous problems with his Yamaha.

Nobody said it would be easy

"It's a lot of work," a still-smiling Danny Walker said after dropping out of the 500cc U.S. GP after only 11 laps. "My advice to anyone thinking of riding in a 500cc GP is simple: you better have about 10 unbelievably qualified mechanics around you because it's all in the setup."

Walker and his Southwest Motorsports crew suffered through a myriad of problems with their leased Harris-framed Yamaha YZR500. The problems started early and lasted throughout the weekend, taking some of the glitter off their wild card entry into the Grand Prix. Still, Walker said he'd do it again if the opportunity presented itself.

"I'd do it again if I could jump on a good bike," the Colorado native said. "A bike like (Niall) Mackenzie's, with his crew. I'm happy. I just didn't want to just end up throwing it on the ground."

Walker got his first impressions of the 500cc GP class during the first practice session on Friday morning. "Doohan and Schwantz blew by me like I was in reverse," he said, adding. "Nah, it's not that bad. They're really just riding motorcycles. The impressive part is how they come off the corners. They really get off the corners hard. I was out there tooling around looking for somebody. (Shinichi) Itoh came by me. I outbroke him going into six and then he was gone... boy, did he make up some ground going up the hill.

"To just ride it this thing is okay, but to go fast the setup has to be right. You can ride one of these things around here all day doing 33s and 34s - but 31s is getting around."

Michael Doohan ended up on pole position with a lap of 1:26.417. Walker's best ended up being a 1:32.428.

Walker really wasn't given much of a chance to impress. The Harris Yamaha he'd rented from Padgetts in England was fairly beaten and it took the effort of all involved just to make Walker feel halfway comfortable on the bike. It wasn't until the 11th hour that they attributed most of the problem to footpeg positioning - that and some badly prepared front forks.

"This is the first time I've had sore shoulders since I rode the Gold Hill Yamaha 1000," Walker recalled on Friday afternoon. "Right now I just don't have any confidence to throw it down in the corners."

The next problem the team encountered was with the front brakes. The brake pads were actually hitting the buttons that hold the discs to the wheel. Those were quickly filed down.

"It's never-ending," Walker said on Saturday morning. "It's just one thing after another with this thing, but we kind of expected that. We're still fighting the steering geometry. We had an oil level problem with the forks. It's a lot of work, a lot of work. Every time we turn around it's something else."

You don't really qualify as a GP upstart unless you've come under the wrath of Doohan, and Walker did just that on Saturday morning. "I've been staying out of everybody's way all weekend, and then I get in Mick's way," Walker said. "At least he didn't flip me off or anything - he just looked over at me."

Prior to Sunday morning's warm-up session, Walker had things about as good as they were going to get. "John Reynolds has been a big help," he said. "We've changed a ton, but we don't have anything to lose. We can only go faster."

Then the team had its biggest scare of the weekend. Walker brought the bike into the pits complaining of a bad vibration: "If it was my 250, I'd say the crank went," Walker said. "It was a whole different motorcycle today with all the changes. I could stay with (Kevin) Mitchell even when the motor went bad. Now it won't even run."

Good news came quickly. The problem was simple: the pulley on the power-valve had pulled off, causing the bike to run poorly and vibrate badly.

In the race, Walker was surprised at the slow initial pace: "I did a 31.2 and I was just cruising around," he said. "I was really surprised at how slow they went in the first few laps. They all freaked out on the start. I think it's the rotors (brakes). It was chattering like a dog. They'd grab more with the hotter they got. Going up into six, I was waiting for them to pass me. I wasn't even using the brakes and it chattered and grabbed. It picked up the back wheel. After that I thought the rotor was coming apart.

"It was definitely an experience. I can't blame the Padgetts people. It's the end of the year and this is all they've got. I really enjoyed riding the bike - it's just a lot of work..."

Paul Carruthers

ROAD RACE 250cc World Championship Road Race Series: Round 13

Capirossi takes charge with Laguna Seca win

By Paul Carruthers
Photos by Henny Ray Abrams

MONTEREY, CA, SEPT. 12

It really doesn't seem that long ago that Japan's Tetsuya Harada held a virtually insurmountable 54-point lead in the chase for the 250cc World Championship. Five races later and that comfortable points lead is now no more than a faded memory. Instead, all momentum has shifted to young Italian Loris Capirossi. With his perfectly calculated victory in the U.S. GP at Laguna Seca Raceway, the Marlboro Honda rider has taken charge of the championship and now leads Harada, who was fifth at Laguna, by 10 points with only a single round in Spain remaining.

By outscoring Telkor-Yamaha Valesi's Harada, 101-37, in the last five rounds, Capirossi now appears to be a sure bet to add the 250cc World Championship to the 125cc title he won in 1991. Capirossi now leads Harada, 182-172, with only the FIM Grand Prix scheduled for Jarama, Spain, on September 26, remaining in the highly competitive 14-race series (seven different riders have won 250cc GPs in 1993).

Capirossi's victory at Laguna Seca only further proved just how worthy of the crown he is.

The personable 20-year-old started slowly, moved into third on the first lap, took over second a lap later, and then began his quest to catch the fast-starting Jean-Philippe Ruggia. By the seventh lap, Capirossi was tucked in neatly behind the Frenchman, content to just sit and wait. On the 15th lap, his patience paid dividends as Ruggia slowed dramatically with a misbehaving gearbox and was forced out of the race.

From there it was a Capirossi cakewalk as he carefully measured the distance between himself and the pursuing pack dicing for second place. Slowing only in the closing stages of the race, Capirossi held on to win by 1.381 seconds after 31 laps and 67.92 miles of racing, averaging 88.45 mph in the process.

"In the first laps I was preoccupied with the other guys," Capirossi said later. "Ruggia gained some seconds, but I caught up and decided to follow him until the end of the race. When he broke his engine, I saved my advantage to the end."

The confrontation over second place ultimately finally fell to HB Honda's Doriano Romboni after his main antagonist Max Biaggi fell from the Rothmans Honda on the final lap. Chesterfield Aprilia's Loris Reggiani made it an all-Italian winner's rostrum by barely edging Ducados Honda's Alberto Puig at the finish line. Harada finished fifth after staying with but never leading the five-rider group wrangling over second place.

The only American in the field was Kenny Roberts Jr., the young Californian finishing 10th in his Grand Prix debut on a factory-backed, Marlboro-sponsored Yamaha TZM250 (see sidebar).

A crowd announced by promoters as being 50,000 strong stood under a cloudless blue sky as the lights turned green on the 250cc GP shortly after noon. Timing the lights perfectly was Biaggi, who led Romboni and Ruggia up the hill and down towards turn two. On the exit of two, though, it was Ruggia and the all-black Aprilia in the lead.

Ruggia wasn't in a playful mood and by the time the 30-rider field reached the start/finish line for the first time he was leading by over a second with Romboni, Capirossi, Biaggi, and Puig leading the chase.

Ruggia's lead grew to a high of 2.91 seconds on the second lap. But then Capirossi started his zealous pursuit and instantly started whittling into the Ruggia's lead. It was down to 2.25 seconds on the third lap, 1.86 seconds on lap five, 1.23 on lap six, and only 0.99 seconds on lap seven. By the eighth lap the pair were locked together and it would stay that way until Ruggia's demise on the 15th lap.

"I'm really disappointed because I was able to take a very good start and to lead the race from the start to the half of the race," Ruggia said later. "My front tire was sliding and that gave Capirossi the chance to come closer to me. I wasn't worried about that slide, but suddenly I had a problem with the leverage inside of the gearbox and it was the end of my race."

Ruggia's non-finish also dropped him from third in the championship point standings into a tie for fourth.

The blistering pace set by Ruggia and Capirossi had pulled them some eight seconds clear of the battle for second, and Capirossi would maintain that gap until slowing late in the race.

Meanwhile, the struggle over second place was a dandy.

On the third lap, it was Puig leading Romboni and Biaggi in a three-rider dice for third (ultimately second with Ruggia's impending retirement). Then Reggiani joined in, followed shortly by Harada and for a time by Harada's

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* Sources: 1993 Official AMA and AMA/CCS contingency reports.

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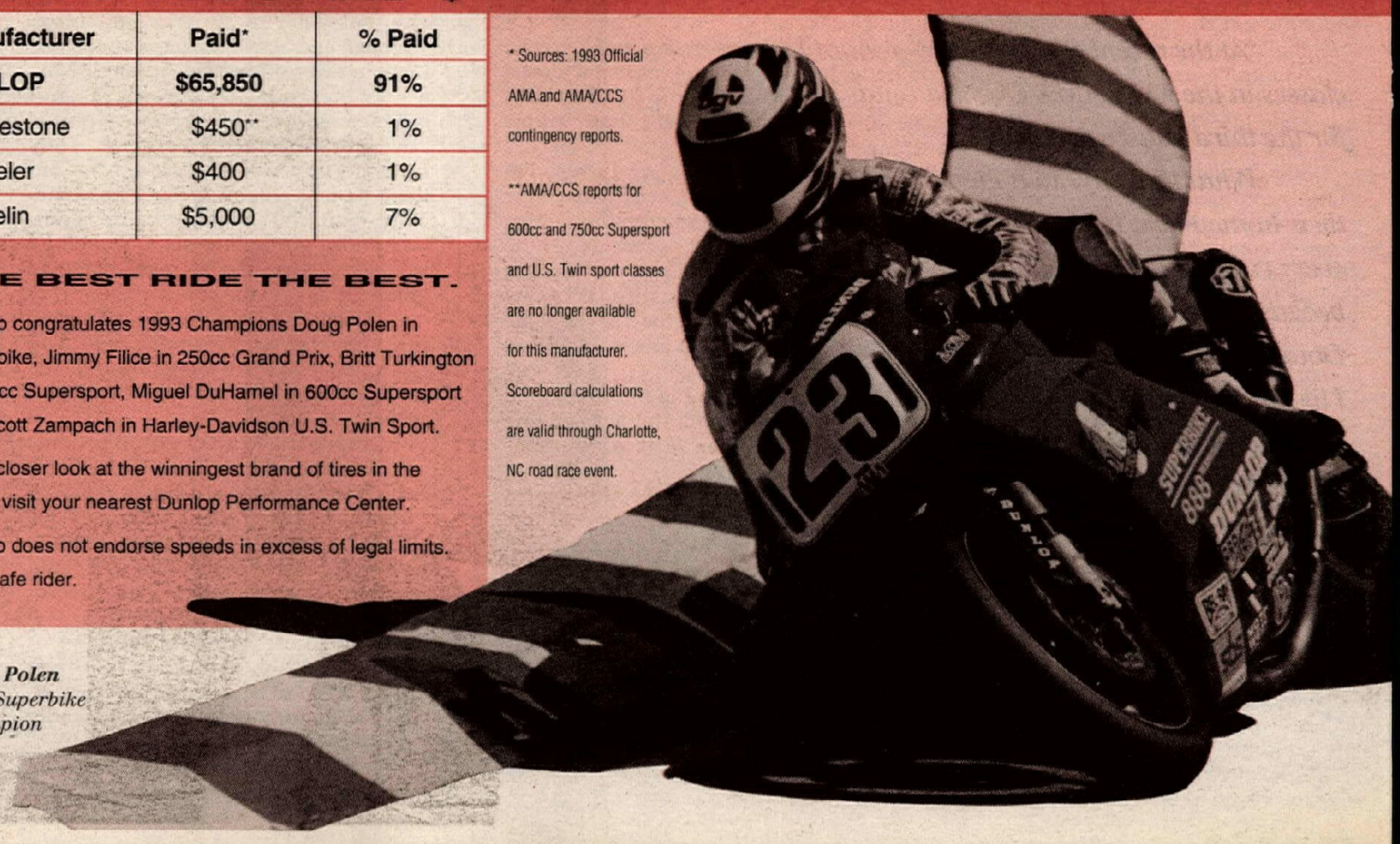

Doug Polen
AMA Superbike Champion

teammate Pier-Francesco Chili on the second Telkor-Yamaha TZM250.

Puig held the spot until the 14th lap when he suddenly went from third to sixth after getting into the Corkscrew too hot. Then it was Romboni's turn to usher the rest. They would all stay close until the 29th lap. At that point, Romboni and Biaggi were able to gain an advantage in traffic, with Reggiani, Puig, and Harada balked slightly by slower riders. Biaggi was hot on the tail of Romboni, but he crashed on the final lap, handing second place to his countryman on a silver platter.

"I feel certain I could have taken third place (actually second)," Biaggi said. "I had a couple of slides during the race, but nothing really serious, and then suddenly the front broke away and I crashed. Fortunately I didn't injure myself. It is a very disappointing thing to happen on the last lap of such a hard race."

Romboni's only regret was that he didn't push hard enough in the early stages of the race, but he reported that the leg he broke earlier in the season caused him no problems during the race.

Reggiani and Puig had shaken off Harada and their two-way dice for third went to the finish line with the Italian barely holding off the Spaniard.

"It was impossible to attack them," Reggiani said. "I could only follow them. I already knew that I couldn't pass them. Misano proved that you have to sit on the bike and wait.

The first race of the day, the 250cc United States Grand Prix, gets underway with the pace car giving chase to the horde of 250s.

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Bob Caruana, Ducati Owner, 1993 Ducati 888 SPO

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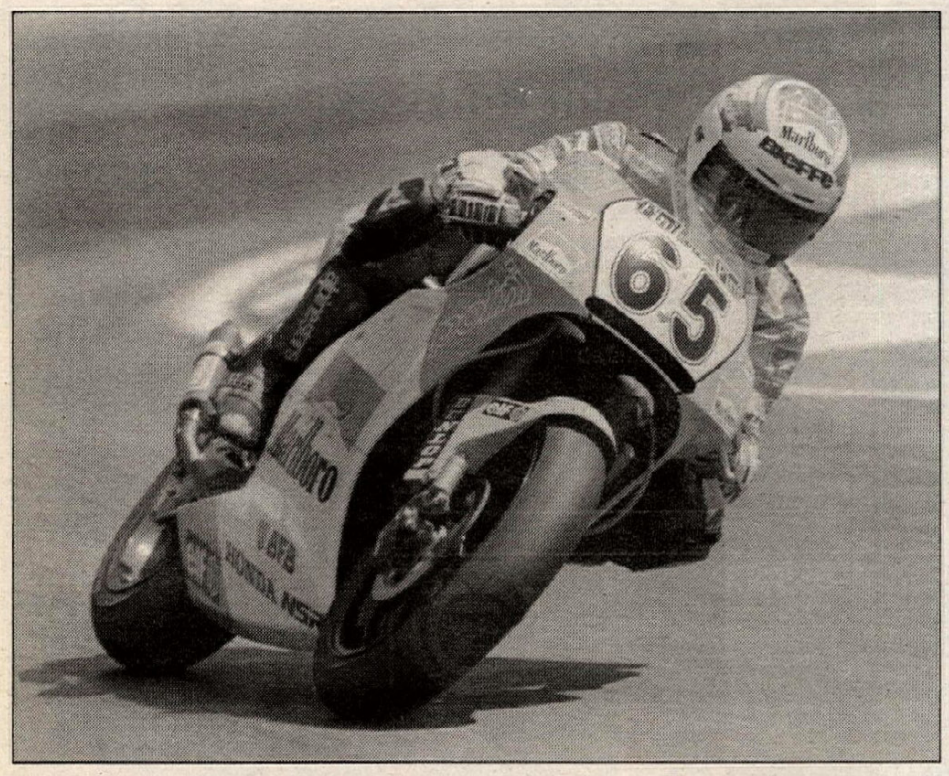
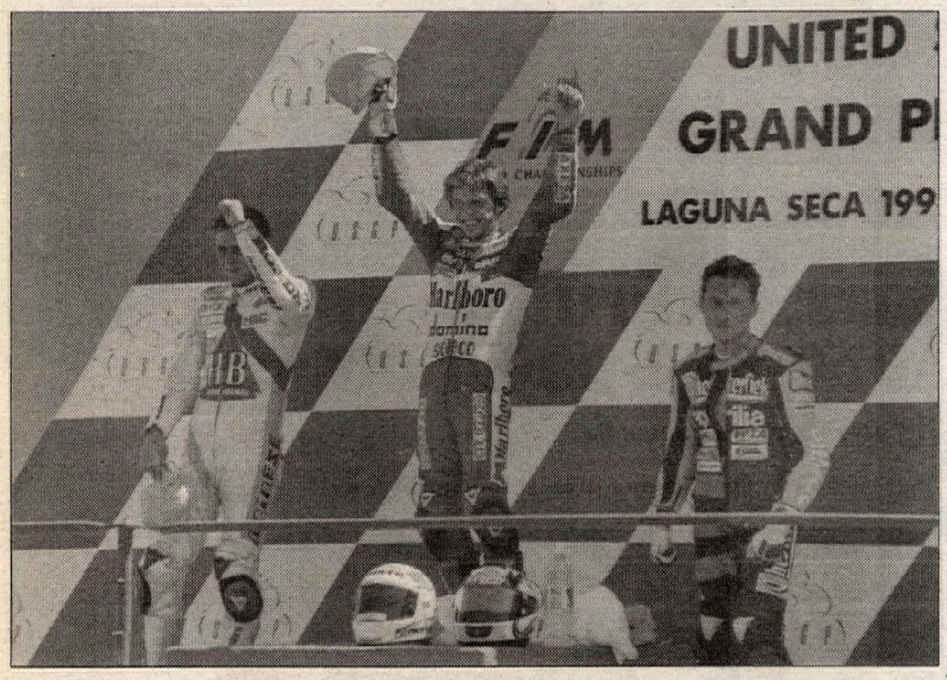
ROAD RACE 250cc World Championship Road Race Series: Round 13



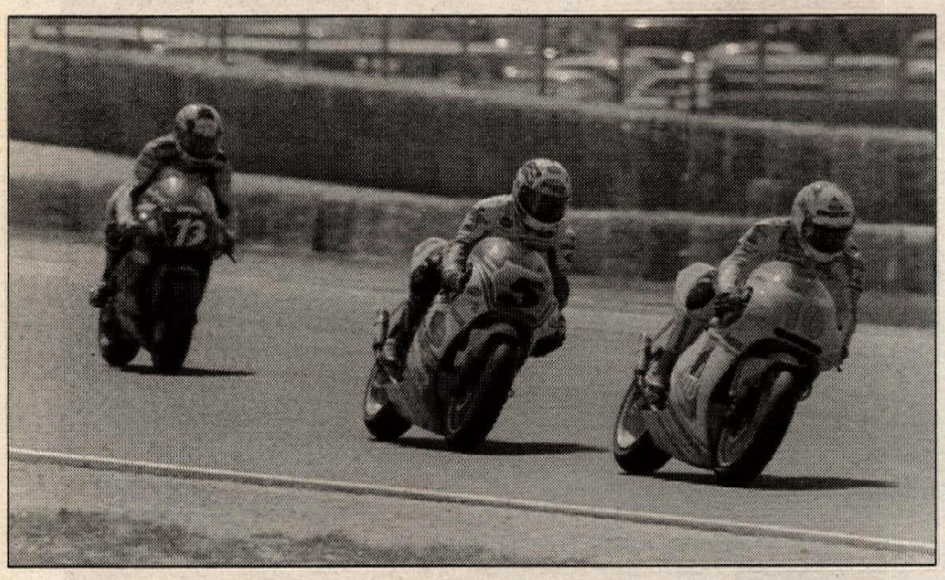
Loris Capirossi won the 250cc GP and now leads the title chase by 10 points.

Jean-Philippe Ruggia (17) led the race until running into gearbox problems.



(From left to right) Doriano Romboni, Loris Capirossi and Loris Reggiani celebrate.

Doriano Romboni (10), Max Biaggi (5) and Loris Reggiani (13) scrap for second place.



Ruggia's engine broke and Biaggi crashed. I am lucky - I should have been fifth today."

Instead it was Harada who was fifth, clear of teammate Chili, who in turn had handily beaten Nobuatsu Aoki on the Kanemoto Honda NSR250. German Helmut Bradl on the HB-backed Honda NSR250, Rothmans Honda's Tadayuki Okada, and Team Roberts' Kenny Roberts Jr. filled the top 10 positions.

Former multi-time National and World Motocross Champion Jean-Michel Bayle retired after only eight laps with a front brake problem. CN

Results

250cc QUALIFYING: 1. Loris Capirossi (1:27.756/89.88 mph); 2. J.P. Ruggia (1:28.044); 3. Max Biaggi (1:28.401); 4. Doriano Romboni (1:28.429); 5. Alberto Puig (1:28.446); 6. Luis D'Antin (1:28.666); 7. Pier-Francesco Chili (1:28.731); 8. Loris Reggiani (1:28.746); 9. Helmut Bradl (1:28.749): 10. Tetsuya Harada (1:28.858); 11. Jochen Schmid (1:28.894); 12. Nobuatsu Aoki (1:29.166); 13. Tadayuki Okada (1:29.311); 14. Eskil Suter (1:29.572); 15. Wilco Zeelenberg (1:29.804); 16. Kenny Roberts Jr. (1:29.817); 17. Frederic Protat (1:29.856); 18. Andy Preining (1:29.908); 19. Juan Borja (1:30.120): 20. Simon Crafar (1:30.211); 21. P.V.D. Goorberg (1:30.568); 22. Adrien Bosshard (1:30.634); 23. P. Riba (1:30.661); 24. Jean-Michel Bayle (1:30.704); 25. Bernard Haenggeli (1:30.714); 26. Carlos Checa (1:30.727); 27. Luis Maurel (1:31.408); 28. Bernd Kassner (1:31.648); 29. J.P. Jeandat (1:31.853); 30. Massimo Pennacchioli (1:31.941); 31. Volker Bahr (1:32.191).

250cc GRAND PRIX: 1. Loris Capirossi (Hon); 2. Doriano Romboni (Hon); 3. Loris Reggiani (Apr); 4. Alberto Puig (Hon): 5. Tetsuya Harada (Yam); 6. Pier-Francesco Chili (Yam); 7. Nobuatsu Aoki (Hon); 8. Helmut Bradl (Hon); 9. Tadayuki Okada (Hon); 10. Kenny Roberts Jr. (Yam); 11. Luis D'Antin (Hon): 12. Juan Borja (Hon); 13. Frederic Protat (Apr); 14. Carlos Checa (Hon); 15. Adrien Bosshard (Hon); 16. P.V.D. Goorberg (Apr); 17. P. Riba (Hon); 18. Bernard Haenggeli (Apr); 19. Luis Maurel (Apr): 20. Bernd Kassner (Apr); 21. J.P. Jeandat (Apr); 22. Massimo Pennacchioli (Hon); 23. Max Biaggi (Hon); 24. Andy Preining (Apr); 25. Eskil Suter (Apr); 26. Simon Crafar (Suz); 27. Wilco Zeelenberg (Apr); 28. Jean-Philippe Ruggia (Apr); 29. Jochen Schmid (Yam); 30. Jean-Michel Bayle (Apr).

Time: 46 min., 4.505 sec.
Distance: 31 laps, 67.92 miles.
Average Speed: 88.45 mph.
Margin of Victory: 1.381 sec.
Fastest Lap: Loris Capirossi, 1:27.959/89.67 mph.

250cc WORLD C'SHIP POINT STANDINGS (After 13 of 14 rounds): 1. Loris Capirossi (182/3 wins); 2. Tetsuya Harada (172/3); 3. Loris Reggiani (138/1); 4. (TIE) Doriano Romboni/J.P. Ruggia (129/2); 6. (TIE) Max Biaggi/Helmut Bradl (126/1); 8. Tadayuki Okada (120); 9. Nobuatsu Aoki (100/1); 10. Pier-Francesco Chili (98); 11. Alberto Puig (93); 12. John Kocinski (80); 13. Wilco Zeelenberg (48): 14. Jochen Schmid (45); 15. Luis D'Antin (43).

First-timer Capirossi on pole

Italian Loris Capirossi (right) had little problems in solving the technically difficult Laguna Seca Raceway, in his first visit to the track that's nestled in the hills just east of the Pacific Ocean on the Monterey Peninsula.

Capirossi was the only rider to crack the 1:28 barrier as he rode his Marlboro-backed Honda NSR250 around the 2.19-mile in one-minute, 27.756 seconds at an average speed of 89.88 mph for a new lap record. The 20-year-old turned his quick lap on his 19th go-around in the second qualifying session on Saturday afternoon, and he followed it up with two more sub-1:28 laps to somewhat demoralize the competition. It was Capirossi's sixth pole position in 13 attempts.

"I worked very hard on the setup of the bike," Capirossi explained. "Tomorrow is very important because I'm very close to (Tetsuya) Harada in the championship. But I'm trying not to think about that."

Despite citing some safety problems with the circuit, Capirossi was enjoying Laguna Seca: "I like it a lot. There are some problems with safety, but it is very good. It is difficult from the Corkscrew to the finish line."

Second quickest was Jean-Philippe Ruggia, the winner of two of the last three 250cc GPs in 1993. Ruggia, who rode a Yamaha France YZR500 in the 500cc GP here in 1991, used his familiarity with the track to post a 1:28.044, despite running into some suspension problems.

"The title is finished for me," Ruggia said. "I will just try to fight with (Loris) Capirossi in the race."

Rothmans Honda's Max Biaggi jumped from fifth to third in the closing stages of the final session, clicking off a 1:28.401 for the third quickest time and a starting position on the front row.

"The only problem is the tires," Biaggi said. "I am the only rider on Michelins and we can't follow the same line as the Dunlops. I have to turn larger and open the throttle later. That's the difference between me and the others right now. I like the track, but not so much the Corkscrew."

Filling the front row was HB Honda's Doriano Romboni (1:28.429), who was fortunate to keep his position after seizing both of his motorcycles in the final session. Ironically, both ended up parked in the same place on the exit of turn four.

"I only had just a few minutes in the last session," Romboni said. "We broke one bike and had a problem with both bikes with engines. It was important to finalize the best setup so I missed some positions."

His view of the race track were in accordance with the others: "Some parts are quite dangerous, but you don't push so hard where there is no run-off."

The second row was led by Ducados Honda's Alberto Puig (1:28.446) with fellow Spaniard Luis D'Antin (1:28.666), and Italians Pier-Francesco Chili (1:28.731) and Loris Reggiani (1:28.746) filling the second row.

Only 1.4 seconds separated pole sitter Capirossi from 12th fastest Nobuatsu Aoki, the last rider on the third row. Championship hopeful Tetsuya Harada qualified 10th on the Teklor-Valesi Yamaha.

In all 31 riders would start the 250cc United States Grand Prix.

Filice's GP ends before it starts

Badly battered from a highside crash on Friday afternoon, Jimmy Filice gamely attempted to turn some quick laps in Saturday's morning session. When he stepped off the Lucky Strike Suzuki after 24 laps, the pain from his aching body was hard to disguise as he limped toward the temporary structure that served as garage area for the team. A few hours later, Filice could do very little to hide the obvious disappointment as he sat in his motorhome and pondered the finality of not being able to compete in the United States 250cc Grand Prix.

"We (Filice and Lucky Strike Suzuki management) had a meeting this morning and they've asked me not to ride," said Filice. "We decided that it (racing) would not be good for me and not good for them."

Filice had re-fractured a bone in the side of his right foot, the same bone he'd broken during practice at Daytona in March, and he also suffered a small fracture of the right elbow.

"I couldn't transfer my weight from side to side," Filice explained of his aborted attempts to continue. "Pushing and pulling was real difficult. But not riding was not my decision. I was trying pretty hard and only doing 32s - I just couldn't be aggressive. I was probably getting in the way out there and it was hard for me to look back because my neck's sore. I think if I'd gotten in trouble I would have had trouble getting out of it. The crash (on Friday) was my fault. It wasn't the bike or the tires, it was just my lack of knowledge of the tires."

Filice was using Michelin tires for the first time in many years, mainly because the Lucky Strike team is contracted to Michelin. Filice won his 1993 AMA 250cc Grand Prix title using the more familiar Dunlops, and he asked but was denied permission to use Dunlops after the morning session on Friday. The crash came after only one lap of the timed qualifying session on Friday afternoon.

"I made one full lap and came in because there was too much lever in the clutch," Filice explained. "I went back out and did another lap and then it happened. I got on the throttle, just rolled it on. I wasn't even being aggressive. I about had it saved, but I guess it came around twice. I don't remember. I hit my head pretty hard. I think I ended up doing a handstand."

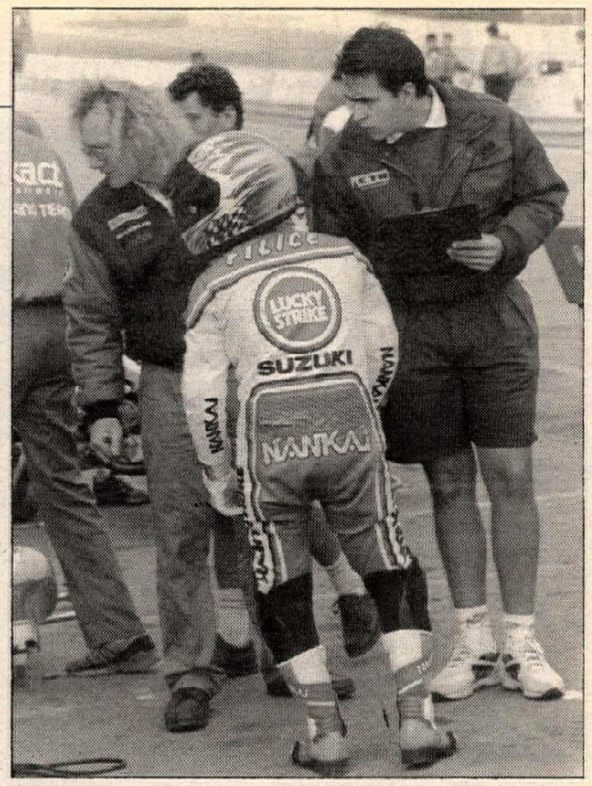
In the unofficial morning session, though, Filice had been impressive. The diminutive Californian was seventh fastest in his first outing on the Suzuki RGv250 and his first outing on the Michelin tires, turning a one-minute, 30.898-second lap to put him smack dab in the middle of the factory stars.

But disaster struck in the afternoon qualifying session with Filice getting highsided on the exit of turn two. Ironically, Filice's teammate for the weekend, Kiwi Simon Crafar, suffered a similar crash only minutes later at the exit of turn three. Despite hitting his head, Crafar was for the most part uninjured.

"The bike was fun to ride and the team was real good," Filice said. "I'm just very disappointed. It's unbelievable. I guess I could go in the back, pull the drapes and cry, but that wouldn't do any good."

Filice was already coming off a tough week, his GP ride coming on the heels of good friend Wayne Rainey's tragic accident. But the 30-year-old arrived at the site of his 1988 250cc U.S. GP victory in good spirits, thanks to a phone call from Rainey.

"He just told me to go out and kick some butt," Filice said. "He just wanted to make sure I wasn't down and he told me to use his accident as a positive. Here he was in his position and he's calling to make sure I'm okay. That just shows you how great a guy he is."



Roberts 10th in Grand Prix debut

Kenny Roberts figured going into the 250cc U.S. GP that his son Kenny Roberts Jr. would finish in the top 15. Kenny Roberts Jr. figured things a little differently. As it turns out, both predictions were partially correct.

"I think top 10, easy," a confident young Roberts said following Friday's first timed qualifying session after posting the 14th quickest time on his Marlboro-backed factory Yamaha TZM250, the same bike he'd ridden to fifth at Sugo in Japan earlier in the year. "I'd like to do top five."

At the completion of Sunday's 250cc Grand Prix, "Little Kenny" was indeed in the top 10. Tenth to be exact. The 20-year-old Californian had made his Grand Prix debut an impressive one, winning a hard-fought battle with his Spanish Ducados Cup Series rival Luis D'Antin on the final lap to secure 10th place and taking the six World Championship points that go with it.

Roberts had started the week well, posting the 14th best time on Friday before going backwards during Saturday's qualifying session.

"I've got a sore back," Roberts said on Friday. "I did it playing golf on Monday. The first session this morning it was really bad. Then I iced the crap out of it and it was better in the last session. This bike is quite a bit better than the TZ (the 250 Roberts rides in the Ducados Series). It's so much better I really don't know what to do with it. It's really just a little bit better everywhere. I plan to use the other Yamaha guys as a gauge, and also watch D'Antin. If we can get it working better, I think we can put it on the first two rows. Then I'd like to finish in the top five in the race."

The young man raised on GP racing wasn't easily intimidated by the likes of Max Biaggi, Doriano Romboni and Loris Capirossi - at least early in the weekend. "I sort of know what to expect," he said. "I've been thinking about this for a long time. The only problem right now is that there's 13 guys that are quicker than I am."

On Saturday, things got worse for Roberts Jr. Although he improved on his lap times, bringing them down to a best of 1:29.817, he'd struggled to do so and found himself 16th on the grid and back on the fourth row.

"We just tried a different setup that didn't work," he explained on Saturday. "That didn't work so now we'll go back to what we had before." Roberts also had his crew changing such things as handlebar and footpeg position. "I couldn't get comfortable. We changed everything."

In the GP, Roberts completed the first lap in 15th place. He moved to 14th on the second lap and stayed there, locked in a battle with D'Antin. On the eighth lap he moved by the Spaniard for the first time, but it only lasted a lap. Then on the 13th go-around, a lap after he'd turned in his fastest lap of the race (a 1:29.642), D'Antin ran off in turn six and Roberts was back in business, though he knew he'd be caught again.

"He could catch up whenever he wanted," Roberts said. "The Hondas were so quick. He'd nurse it into the corners, pick it up and nail it. I knew he'd be able to catch up. Then I let him pass so he didn't see any of my lines because there were a few places where I was a lot faster than him."

The battle between the two went the distance, and ended up being for 10th place after a few riders who were in front of them either suffered mechanical ills or breakdowns. It came down to the last lap.

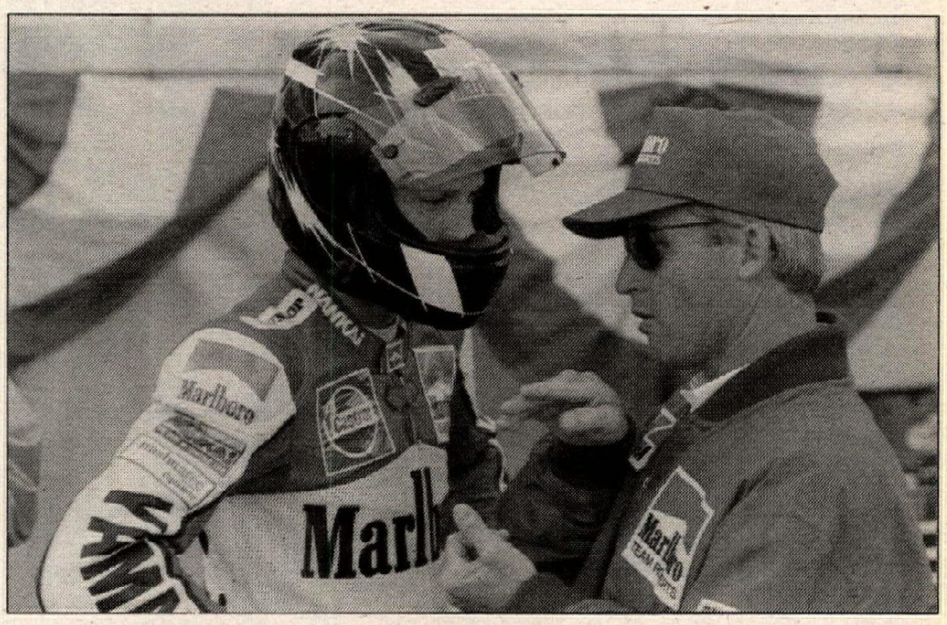
"I ran wide and stayed on the inside down the hill," Roberts explained. "I took his line. I broke as hard as I could for this corner (turn 11) and it would have taken a lot for him to come under me. I could really tell he didn't want me to beat him because he was trying some funny things.

"It was a little bit more difficult than I thought," Roberts admitted. "My bike just didn't seem that quick. I couldn't get with the leaders. I also had a little front end chatter and towards the end it was sliding quite a bit. On practice it was on rails, but it helped me toward the end when it started sliding because I felt comfortable."

Humbled slightly by the speed of the top 250cc GP men, Roberts analyzed their strong points.

"Those guys are so fast, you can't really say one thing," he said. "There's not just three parts of a corner - braking, apex, exit - with them there's six or seven parts. I'm good in about three parts. They almost don't even use brakes. They just flick it on its side."

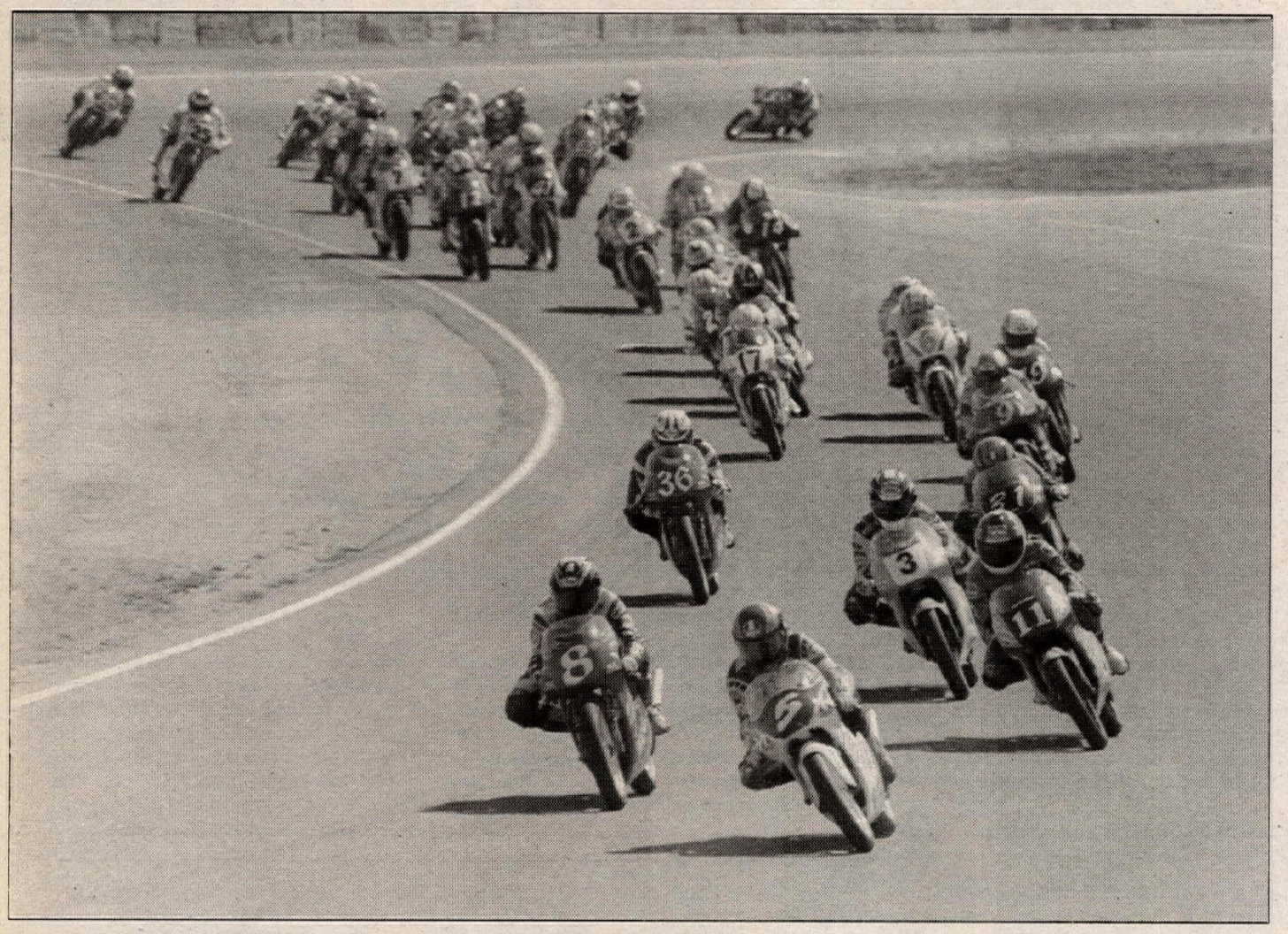
Roberts Sr. was pleased with the result: "He did great," the three-time World Champion turned team owner said. "I was hoping top 15. That's where I figured he'd be from watching these guys. He didn't look like he was out of control at any point. He looked real good."



Kenny Roberts Jr. confers with his father, three-time World Champion Kenny Roberts.

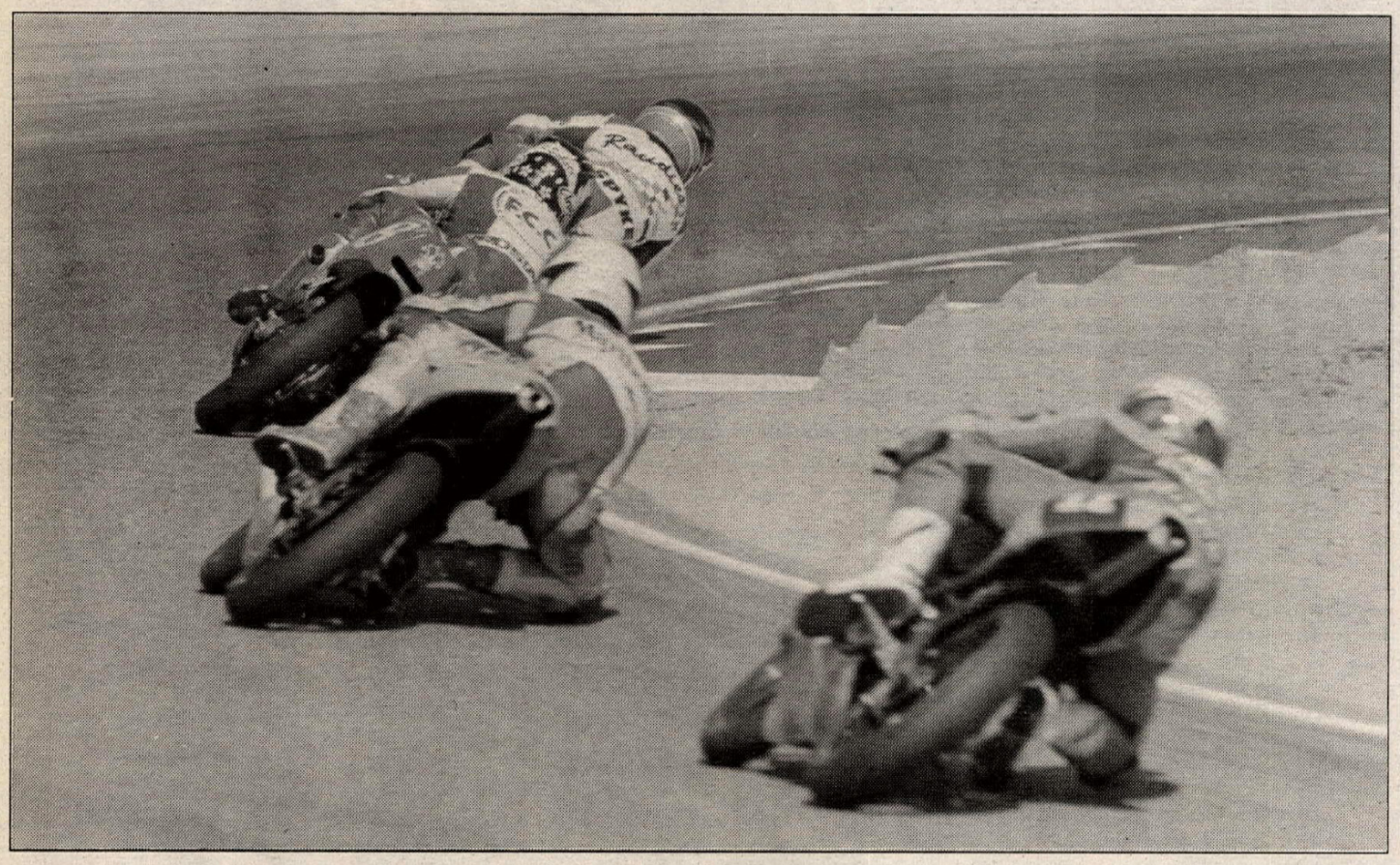
Roberts Jr. spent most of the race fighting it out with Spaniard Luis D'Antin.

ROAD RACE 125cc World Championship Road Race Series: Round 13



Dirk Raudies (5) and Kazuto Sakata (8) lead the way as the 125cc GP pack exits turn two for the first time ever at Laguna Seca Raceway.

Dirk Raudies leads the pursuing pack of Sakata and Waldmann. Raudies won the race and further extended his lead in the title chase.



Raudies again in U.S. GP

By Henny Ray Abrams

MONTEREY, CA, SEPT 12

For the U.S. GP it was a new class. For the 125cc World Championship it was an old result. For the ninth time in 13 races, Germany's Dirk Raudies led Japan's Kazuto Sakata across the finish line, though Sakata made a valiant run at the end that came up just short.

After taking over the lead from F.C.C. Technical Sports' Sakata on the fifth of 29 laps, Raudies, on the Team Europa Raudies Honda, pulled away to a comfortable margin. But towards the end of the race, the German encountered traffic and Sakata was able to close, coming up 0.142 seconds short at the end of the 63.67-mile race by turning in the fastest lap of the race on the final tour of the 2.2-mile circuit.

Marlboro Aprilia's Ralf Waldmann was a close third, with Marlboro Team Pileri's Noboru Ueda fourth just in front of Moto Bum Honda's Haruchika Aoki, and F.C.C. Technical Sports Takeshi Tsujimura.

Raudies completed the race in 45 minutes, 40.444 seconds at an average speed of 83.659 mph.

More importantly, Raudies moved a step closer to his first 125cc World Championship. With only one Grand Prix remaining, at Jarama in two weeks time, Raudies holds a 22-point lead on Sakata, 272-250. If Sakata wins the final race, Raudies needs to finish 12th or better to clinch the title.

"My only problem was slower riders," Raudies said following his victory. "I was the first to see the next riders and on this circuit it is more difficult to pass than on other circuits. I like when I can ride alone.

"I like Jarama. I rode the Ducados Open there this year and finished first. I will give my best there because if I go slower I lose my concentration," Raudies added.

It was not the best of days for the American wild card entries. Southwest Motorsports Chris D'Aluisio finished 23rd, still bothered by his broken left foot, but more troubled by the significant horsepower disadvantage he suffered on his nearly stock Honda RS125. Jonathan Cornwell failed to complete the first lap after a ring stuck on his Brampton Cycles/Hyd-Mech Saws/McBride Cycle Riders Club/Shoe/Castrol/Dunlop-backed Honda RS125.

A mad swarm of 125s took off in the final race of the day, Sakata in front of Raudies, Waldmann, Takeshi Tsujimura, and AGV Team Germany's Garry McCoy.

German Peter Oettl was in the thick of it also, but was determined to have jumped the start and assessed a one-minute penalty. Giovanni Palmieri and Stefan Prein were also penalized.

Raudies shadowed Sakata for four laps before making his move to the front on the fifth, Sakata dropping to third on the track behind Oettl, though he was actually second.

"In the first laps Sakata was a little faster," Raudies said, though the lap times suggest the difference was minimal. "It was not so easy to pass him. After five or six laps I saw that I could pass him and go to the front."

"I tried to get away from the beginning of the race," Sakata said. "But it took time to get going."

By the ninth lap Raudies had about a second and a half lead over Sakata, Oettl still with him, then it was about the same margin back to a seven-rider pack for third.

The pack would soon break up, some moving forward to challenge Sakata, the rest trying to hold their own for fifth place. Waldmann and Elf Team Kepla's Akira Saito moved up on Sakata, the trio trailing Raudies by 2.432 seconds at the halfway mark as they cleared away from fifth. Ueda was at the front of the pack ahead of Aoki, Tsujimura, Ducados Aprilia Charlie Giro, and McCoy.

Raudies enjoyed his biggest margin about two-thirds of the way into the race, clearing the trio contesting second by better than 3.5 seconds. The trio of Sakata, Waldmann, and Saito shuffled spots constantly, none seeming to have much of an edge until the 22nd lap when Saito crashed hard in turn 10, sliding under the air fence.

"Saito left his brakes off deeper in the corner than he had and I felt something could happen so I stayed a bit far away," said Sakata, who was third at the time.

The crash elevated Waldman to second, Sakata dropped a spot avoiding the wreck, though he would soon take it back and begin to cut into Raudies' lead.

Sakata took better than a second off the margin on the 24th lap, knocking it down to 2.3 seconds, then closing to within 1.44 seconds as the pair crossed the line two laps later. The Japanese rider closed up on the final lap as the pair hit traffic out of the turn four right-hander. Raudies was away cleanly, leaving Sakata to sit behind the lapper as they rounded turn five to head up the hill. Sakata was able to pull up to Raudies, but the German held the advantage coming down out of the corkscrew and won the race to the line by about three bike lengths.

"I took some time to get going," Sakata

said. "I went faster the second half of the race."

Waldmann, riding the under-powered Aprilia, used up his tires chasing the Hondas of Sakata and Raudies and had to slow at the end. Still, he finished third, well in front of fourth.

"Early on I thought I might win, but it was soon obvious my bike was too slow up the hills," Waldmann said. "I was catching both the riders ahead of me on the brakes and in the corners, but I was riding so hard that my tires started to go off by mid-distance. When Saito fell I decided to settle for third. I didn't want to come all this way to America and crash."

The race for fourth was as good as any on the track, five riders strung together until the final 10 laps when McCoy fell off the pace to an eventual seventh-place finish.

The group lost another rider on the 22nd lap when Charlie Giro fell, unhurt, in turn nine, coming down the swift left-hander from the corkscrew.

It was down to three, Ueda, Aoki, and Tsujimura, with no position secure for long. Ueda was fourth on the 23rd lap ahead of Tsujimura and Aoki, but Aoki moved up to fifth a lap later, then into fourth as they crossed the line to end the 27th lap. Ueda took it back the next lap, though not by much, and was able to hold on to the end, Aoki fifth, Tsujimura sixth, the trio covered at the finish by less than six-tenths of a second.

"I made a real mess of the start," said Ueda. "And it was hard work to catch up, because the troubles I had yesterday meant I wasn't able to reach the right suspension set-up and that gave me handling problems." CN

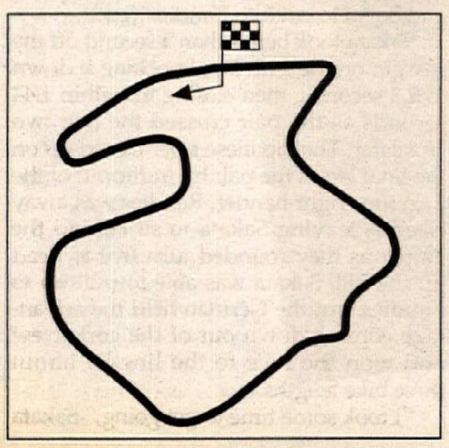
Results

125 QUALIFYING: 1. Kazuto Sakata (1:33.459); 2. Ralf Waldman (1:33.622); 3. Dirk Raudies (1:33.805); 4. Peter Oettl (1:33.817); 5. Oliver Petrucciani (1:34.163); 6. Carlos Giro (1:34.186); 7. Kinya Wada (1:34.211); 8. Bruno Casanova (1:34.280); 9. Haruchika Aoki (1:34.326); 10. Ezio Gianola (1:34.552); 11. Takeshi Tsujimura (1:34.728); 12. Noboru Ueda (1:34.740); 13. Oliver Koch (1:34.803); 14. Akira Saito (1:34.807); 15. Gary McCoy (1:34.898); 16. Manfred Geissler (1:34.972); 17. Herri Torrontegui (1:35.380); 18. Luigi Ancona (1:35.389); 19. Stefan Kurfiss (1:35.390); 20. Jorge Martinez (1:35.479); 21. Fausto Gresini (1:35.487); 22. Sinya Sato (1:35.487); 23. Neil Hodgson (1:35.596); 24. Stefan Prein (1:35.637); 25. Arie Molenaar (1:35.985); 26. Gabriele Debbia (1:36.025); 27. Luis Alvaro (1:36.027); 28. Hans Spaan (1:36.428); 29. Manuel Hernandez (1:37.290); 30. Julian Miralles (1:37.500); 31. Chris D'Aluisio (1:37.532); 32. Manfred Baumann (1:37.651); 33. Lucio Cecchinello (1:37.879); 34. Jonathan Cornwell (1:38.023); 35. Giovanni Palmieri (1:38.499); 36. Daniela Tognoli (1:39.580).

125 GRAND PRIX: 1. Dirk Raudies (Hon); 2. Kazuto Sakata (Hon); 3. Ralf Waldmann (Apr); 4. Noboru Ueda (Hon); 5. Haruchika Aoki (Hon); 6. Takeshi Tsujimura (Hon); 7. Garry McCoy (Apr); 8. Oliver Petrucciani (Apr); 9. Ezio Gianola (Hon); 10. Manfred Geissler (Apr); 11. Oliver Koch (Hon); 12. Jorge Martinez (Hon); 13. Sinya Sato (Hon); 14. Stefan Kurfiss (Apr); 15. Neil Hodgson (Hon); 16. Fausto Gresini (Hon); 17. Stefan Prein (Hon); 18. Manuel Hernandez (Apr); 19. Hans Spaan (Hon); 20. Julian Miralles (Hon); 21. Arie Molenaar (Hon); 22. Lucio Cecchinello (Gaz); 23. Chris D'Aluisio (Hon); 24. Daniela Tognoli (Hon); 25. Akira Saito (Hon); 26. Carlos Giro (Apr); 27. Herri Torrontegui (Apr); 28. Manfred Baumann (Hon); 29. Luis Alvaro (Hon); 30. Peter Oettl (Apr); 31. Luigi Ancono (Hon); 32. Gabriele Debbia (Hon); 33. Kinya Wada (Hon); 34. Bruno Casanova (Apr); 35. Giovanni Palmieri (Apr); 36. Jonathan Cornwell (Hon).

Time: 45 minutes, 40.444 seconds.
Distance: 29 laps, 63.67 miles.
Average speed: 83.659 mph.
Margin of victory: 0.142 secs.

125cc WORLD C'SHIP POINT STANDINGS (After 13 of 14 rounds): 1. Dirk Raudies (272/9 wins); 2. Kazuto Sakata (252/2); 3. Takeshi Tsujimura (157/1); 4. Ralf Waldmann (135); 5. Noboru Ueda (119); 6. Akira Saito (117); 7. Oliver Petrucciani (75); 8. (TIE) Herri Torrontegui/Jorge Martinez (65); 10. Peter Oettl (64); 11. Ezio Gianola (57); 12. Fausto Gresini (48); 13. Oliver Koch (47); 14. (TIE) Manfred Baumann/Haruchika Aoki (36).



Cornwell and D'Aluisio find it tough

Jonathan Cornwell sped up the front straight at Laguna Seca, squeezed under the bubble of his Honda RS125, all knees and elbows, and looked over at his mechanic Alex Mays and shook his head. He did it again the next lap, and the next, and the next. Indeed, this was unfamiliar territory for a rider known to be a fierce competitor and fearless passer. He was being chopped and diced by the best quarter-liter riders in the world and there was nothing he could do about it.

"I was expecting exactly what I found out: A level of proficiency of rider quite a bit greater that what I was prepared for. I thought our track time would be closer. But they know the bikes inside out," Cornwell said the Sunday morning of the 125cc U.S. GP. "It took me until yesterday afternoon to get the confidence to hammer those skinny tires. They may not seem so fast mid-corner, but they carry so much speed that their entry and exit is so much higher. I found that out in the first session. Hans Spaan (a Dutchman who qualified 28th) passed me on the inside going into a corner five to 10 mph faster than I was going. I thought, 'Holy shit. I've got a lot of work to do to catch up.' I just started to work on trying to increase my corner speeds, to get the confidence to throw the thing on its side like I do the 250, but on a 125 you've got to do it more so. There are some spots where they're not even braking, like turn 10. They throw it on its side and scrub some speed off with the tires and go."

Chris D'Aluisio, like Cornwell a top-ranked AMA 250cc rider, found that not only did he have to deal with a level of competition far greater than he'd ever faced, but he had to do it on a borrowed machine with a bum foot.

Southwest Motorsports' Dave Harold had arranged to borrow a 1993 Honda RS125 from Frank Brotz, a racer and enthusiast from Wisconsin. The bike was mostly stock, except for an Ohlins rear shock, a Jha exhaust pipe, a different ignition, and more adjustable forks. Harold said that Earl Hayden had supplied a lot of the parts that were used to construct the bike. The shell of Hayden's RS125 sat in the corner of their tent.

D'Aluisio was still forced to race with the handmade, carbon-fiber boot which protected his severely broken left foot. That meant moving the shifter to the right and forgoing a rear brake completely, though it was hooked up on the left side.

"I'm having a real hard time tucking in. It feels like my knees are in my face. When I brake in the corner to get the foot in the right spot I have to stand up with my left foot. It's a little upsetting to the bike, but not too bad," D'Aluisio said. There had been some work in sorting out the brakes - the team didn't have the proper master cylinder - which meant D'Aluisio was working the tires harder than he'd wanted.

But the bigger problem was pain.

"It hurts like a bitch," D'Aluisio said, his foot propped up on race morning. "I was up at 3:00 in the morning."

Then why bother?

"The ball started rolling and I didn't want to let the team down," said D'Aluisio, who, like Cornwell, had hoped to get a 250cc wild card. "I was hoping to do a little better. I thought the foot was slowing me down, but it isn't. Bruce (Maus, D'Aluisio's crew chief) warned me how fast the other bikes were. I thought I had an idea. I learned I was wrong very early. In the first qualifying session I went two seconds faster than I had in free practice. When I saw the pit boards I thought I did good. When I came in, I saw I was 30th. That's when I really knew."

D'Aluisio qualified 31st, his best lap of 1:37.5 about four seconds off the pole position time of 1:33.459 turned in by Kazuto Sakata. By comparison, D'Aluisio's best time in the AMA 250cc GP race at the Laguna Seca National in April was a 1:32.5.

Coming into Laguna, D'Aluisio had very little experience on the bike, having ridden it briefly on the Streets of Willow circuit. "I did about 20 laps, but there were rocks all over the track. It was really just to get the bike set up. You can only get up to third gear.

"I hope to do well, but there's reality involved. Before, I had absolutely no idea and there's just hope. Now there's a basis for another opinion. To be the first American, that would be good," D'Aluisio, the only American, said. "I hope to have fun. To hope for 25th place is kind of pointless."

Cornwell's sentiments were not dissimilar.

"I'm not really willing to throw the motorcycle down the road and wad it up into a ball," Cornwell said. "There's no incentive and my bike's not fast enough. I'm here to fill out the grid and have a good time. As a racer, racing for pride and glory. The bottom line is if it's going to cost a whole bunch of money, it's not worth it. Unfortunately for myself, a lot of money is coming out of my own pocket.

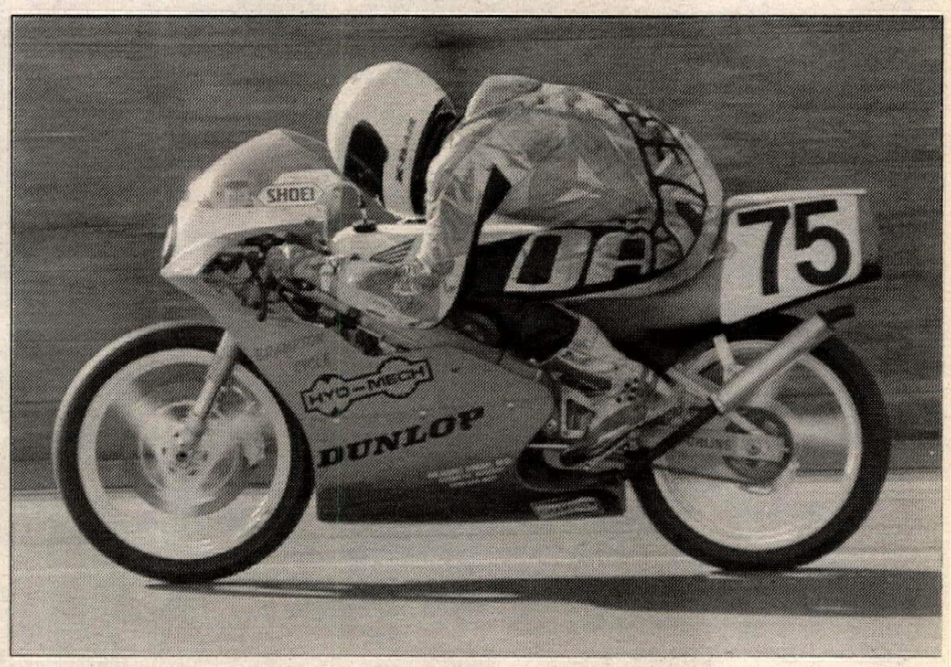
"I'm really glad I'm here and that I've seen the GP from this perspective. There's a marked difference between the GPs that I did in '91 and the GPs now. It seems like they're not fun. That they're all taking it so seriously. The reason we started riding bikes was for fun. There's so much money involved that there's no fun. Overall, the politics and the rest of it is taking the fun out of it."

The race would be no fun for Cornwell, his engine seizing on the first lap.

"I had a new ring in the thing and I didn't give it enough break-in on the sighting and warm-up laps. I went for it off the line and it stuck," Cornwell said.

D'Aluisio fared better, finishing 23rd, a lap behind the leaders.

"It wasn't bad at all considering," D'Aluisio said, propped up on crutches with his foot wrapped in ice after the race. "I tried a pretty different setup from what I had and it started vibrating real bad about halfway. We had front end chatter at good speeds in some turns that we didn't have before. I had a battle for a while with some guys, but it was a strange battle. They would speed up tremendously, then slow way down. I hadn't been in that kind of race before. I think they don't have the power so it takes time to get the gaps back." CN



(Above) The Southwest Motorsports crew tend to Chris D'Aluisio's Honda RS125 during qualifying for the 125cc GP. (Below) Jon Cornwell was a bit too tall to comfortably fit behind the fairing of his little 125cc Honda.

RIDING IMPRESSION 1994 Honda CR125R

Lethal weapon

By Donn Maeda

Ask just about anyone who's ridden a 1993 CR125, and they'll tell you that the motor is its most impressive feature. It rips. It shreds. It flies. Simply put, the CR125 motor hauls some serious beans.

Ask those same people what the bike's weak point is, and they'll most likely tell you that it doesn't handle as well as it could. It swaps. It kicks. It shakes its head.

But even so, the CR's awesome motor shined brighter than its handling flaws, and many chose the little red rocket as the jewel of the tiddler class.

But what about the 1994 CR, you ask? Imagine this . . . A CR125 that not only handles head and shoulders better than its predecessor, but is even faster (yes, faster), as well.

Too good to be true, you say? Well, wake up - you're not dreaming anymore.

Holy cow! $4099 for a 125?

Sure, the price went up $300, but rest assured - you'll be getting much more than "bold new graphics." The '94 CR125 is a much changed machine and die-hard Honda fans will get more than their money's worth.

On paper, the big news isn't in the engine department. As a matter of fact, the only changes that Honda boasts of are a redesigned carburetor vent system and a larger volume silencer. According to Honda, the motor's internals were not changed and the increase in power is a result of the larger, quieter silencer. For the past few years, the CR125 silencer has been the smallest in the class and emitted more than its share of exhaust noise. Needless to say, the quieter version is a much-needed improvement.

The improved carburetor vent system is based on the same modifications that many racers used this past race season. By routing the breather tubes upwards as well as downwards, the "vapor lock" and subsequent bogging upon hard landings is eliminated.

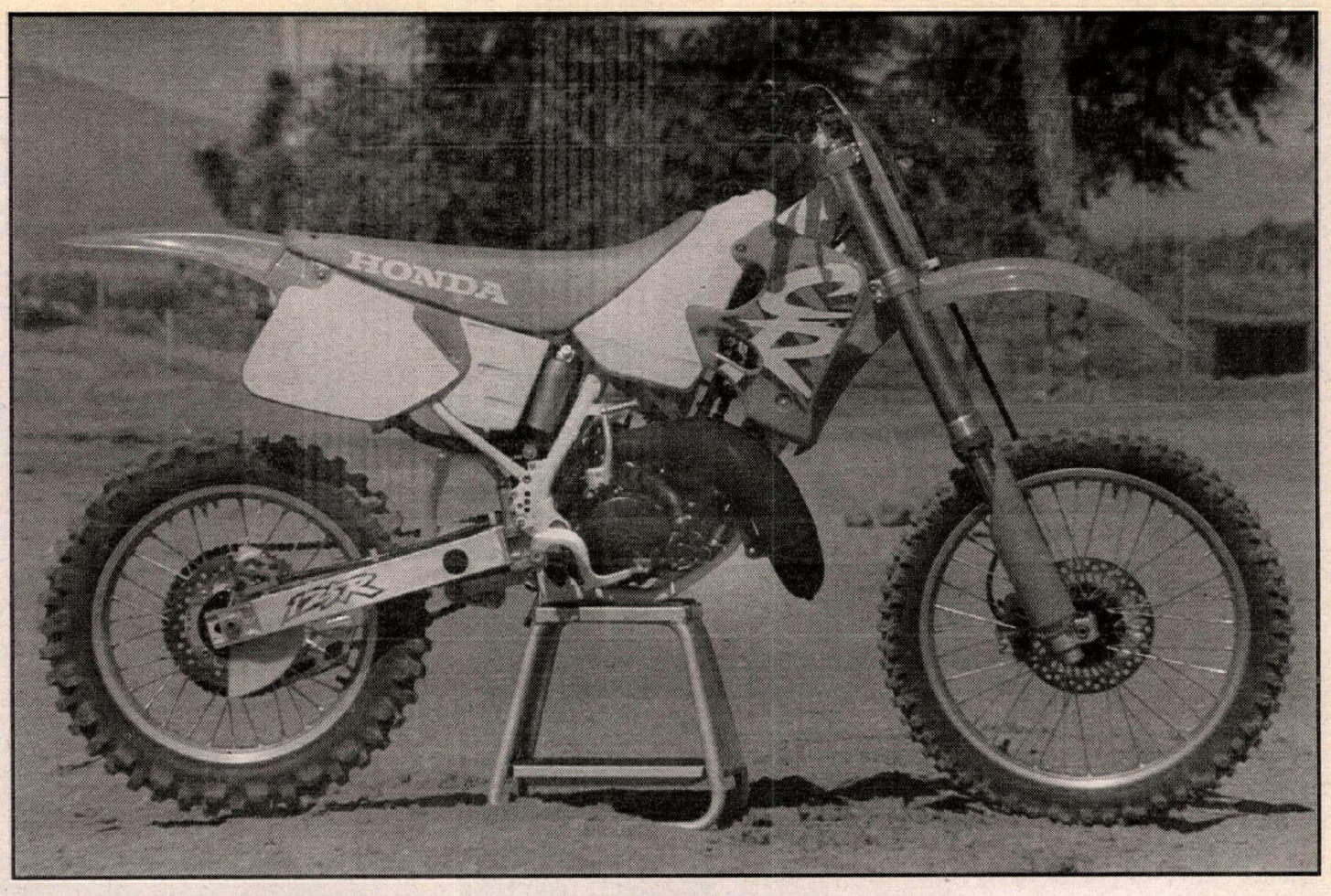
While nothing in the engine is all-new, the big news is in the suspension department. For the first time since 1986, the Honda CR125 comes fitted with Kayaba units, both front and rear. Compared to last year's Showa fork, the 43mm Kayaba fork has a thicker outer tube with no taper between the upper and lower triple clamps. The design is claimed to increase rigidity. At the same time, however, the outer tube is 30mm shorter than last year's and allows the fork to flex a bit more than previous models. On the inside, the fork boasts an improved surface heat treatment (anodizing) that is designed to reduce friction, as well as new valving specifications to give the fork a plush feel. To prevent the lower fork guards from getting caught under the shorter outer fork tubes and damaging the seals, special plastic guards are fitted to the bottoms of the tubes.

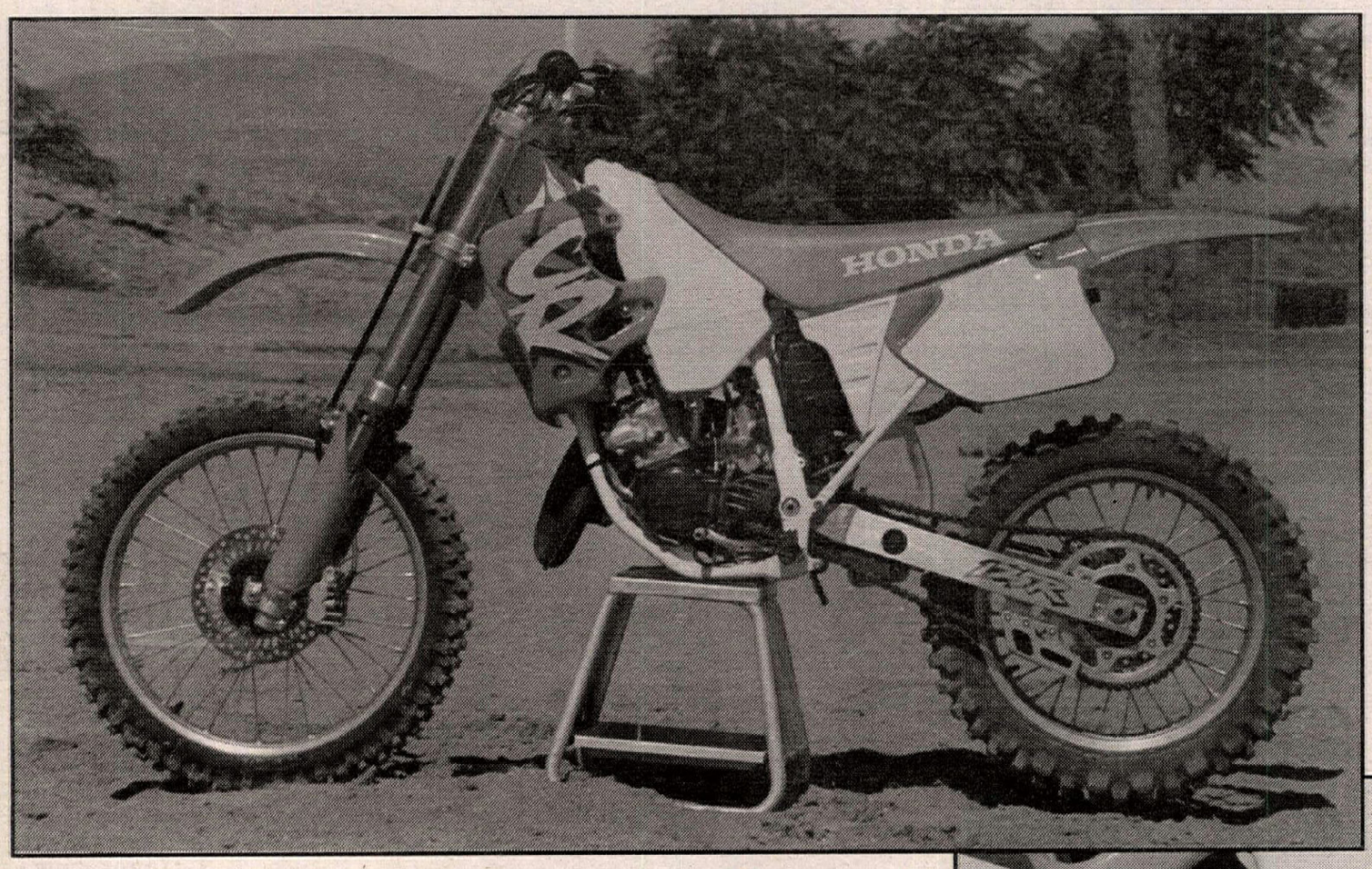
Out back, the Kayaba shock features a larger diameter valve (up to 16mm from 14mm) in the compression adjuster mechanism, and Honda claims that the new unit offers a wider range of

effect than last year's Showa version. While the shock linkage remains identical to last year's, a 10mm longer swingarm alters the leverage ratios and provides improved suspension action. As well as being lengthened, the swingarm was beefed up and is more rigid than its predecessor. The upper and lower heim joints in the suspension linkage were redesigned for increased durability, and the main linkage pivot bolt has been strengthened.

Though the frame is the same as last year's, the down tube has been gusseted for improved rigidity and the top triple clamp is claimed to be stronger than past versions. A new pair of wider, taller handlebars position the rider further forward. Solid section front and rear rims with larger section 4.5mm rear spokes are stronger and resist dings better than the softer versions that came on the '93 machine.

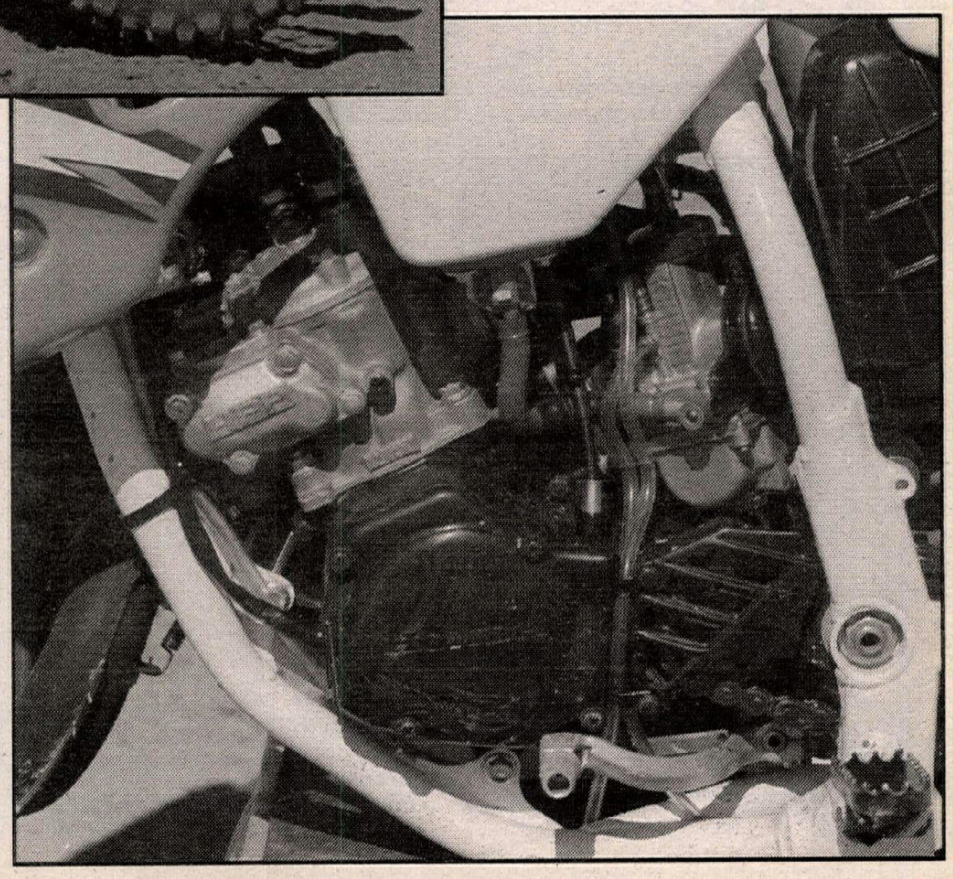
Visually, the CR125 doesn't look much different from its older brother, with the exception of the fork seal guards and new graphics. At first, the purple and yellow graphics don't seem to fit in, but one look at the current crop of riding gear available justifies the stand-out color combination. CN



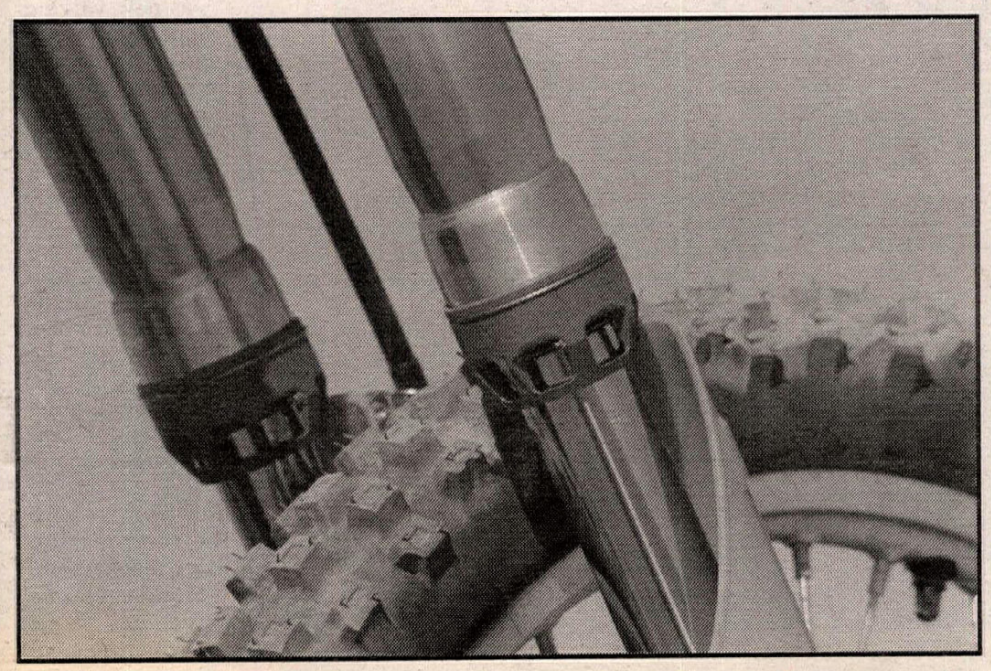


The 1994 Honda CR125R looks similar to the '93 version, but in reality is a much-improved machine. The new bike is much faster and handles worlds better.

(Below)The heart of it all. The CR125 motor is one of the most powerful engines in its class. Honda says that the only changes made to this year's motor are redesigned carburetor vents and a larger silencer.



(Below) The outer tube of the Kayaba fork is 30mm shorter, and special guards are needed to protect the fork seals from being damaged by the lower fork guards.. Fork action is excellent.



RIDING IMPRESSION 1994 Honda CR125R

Testing Honda's 1994 CR125 was an extremely frustrating experience, but not for the usual reasons. Normally, I find a motorcycle perplexing when it can't be made to work satisfactorily, but the CR is befuddling in that locating any flaws is nearly impossible. Almost without fail, a bike will be strong in one area and weak in another, but attempting to fault the Honda left me scratching my head in frustration.

Going into our test, I figured that the motor would be stellar, and I wasn't mistaken. The red machine was king of the tiddler division last year, and the powerplant again offers an outstanding midrange hit and top-end over-run. Donn insists that the Honda actually has more power than last year, but I didn't notice a dramatic difference. In fact, I felt that the bottom end was actually a little smoother. Then again, Donn rode the wheels off the '93 CR last year. Suffice it to say that the motor is awesome. Turning track-side scenery into a blur is easy; simply hold the throttle open, stab the clutch and hang on. Just make sure you're pointed in the right direction.

Speaking of going in the right direction, handling on the CR125 is first-rate. As always, the Honda loves to knife through tight turns, and is more at home on a supercross-style track than on a high-speed course. The CR felt much more stable than the '93 and refused to shake its head or swap from side to side.

While I was impressed by the traits listed above, I wasn't really all that surprised; after all, Honda has been strong in all these areas for quite some time now. What really shocked me was the suspension. Honda opted to switch from a Showa fork to a Kayaba unit for '94 and, in my opinion, they couldn't have made a better choice. Last year, my main complaint with the CR was the harshness of the fork, but the new component is much improved. Gone is the initial jar under high-speed compression, as the entire range of travel is now as smooth as butter. In my opinion, it's even better than the '94 CR250's shortened Showa unit that I raved about a few weeks ago.

The shock is also impressive, though it was somewhat overshadowed by the fork. I tended to forget about the back end when riding the bike, which tells me that the shock is doing its job. The rear tracked straight through bumps without hopping wildly to the side, and it never bottomed harshly. Spring rate on both the fork and shock was fine for my weight and ability, though faster riders may want to swap to stiffer coils.

Honda got all of the major bases covered, but that doesn't mean they ignored the little details. Ergonomics are excellent, and again, flaws are few and far between. The clutch action, brakes and shifting of the CRs have always been the industry standard, and that doesn't appear likely to change anytime soon. Layout is comfortable, and none of the bodywork snags or annoys the rider as he or she moves about on the bike. However, I still don't like the colors of the CR. Day-glows were passe over a year ago, and the white tank is hard to keep clean; maybe Honda should switch to the full-coverage radiator shrouds that are rapidly becoming the norm.

By now, it's becoming obvious that I was rather fond of the '94 CR125, and this from someone who doesn't consider himselves to be a big Honda fan. Simply put, it's an outstanding bike; my only complaint is that there's nothing to complain about.

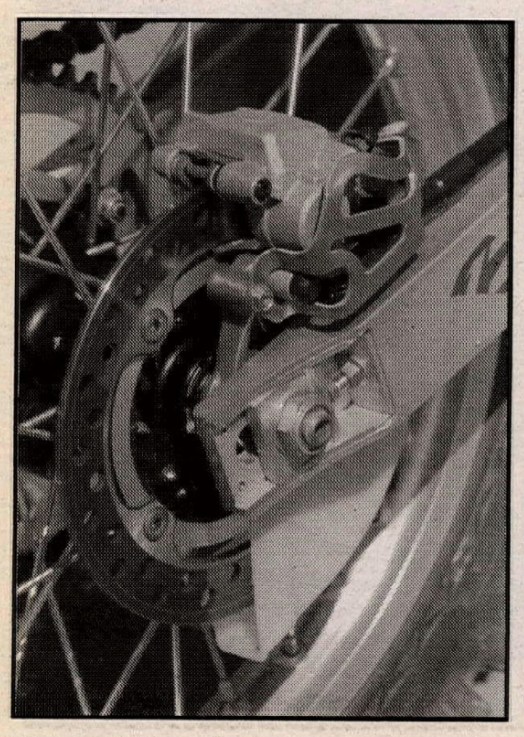
Chris Jonnum

Age: 25
Height/weight: 6'3"/170 lbs.
Specialty: Off-road/Motocross
Skill level: A/Novice

While the '94 CR125 appears nearly identical to last year's model, Honda focused their attention on refining the small details. The result is a polished package.

(Right) An all-new upper-triple clamp is claimed to be stronger, yet lighter. The upper fork tubes have no taper.

(Below) For at least one more year, Honda opted to stay with an 18-inch rear wheel. The rear brake is strong, yet progressive.



After reading Honda's CR125 press release, I was anxious to see how well the new machine handled. With no "real" changes to the motor, I knew that the bright red machine would be fast, but boy - was I in for a surprise!

Before I could even notice how the new suspenders performed, I was caught off guard by the CR125s motor. Sure, last year's motor was fast, but this year's is ridiculous!

Power starts down low (yes, down low) and pulls hard throughout the midrange and well into a strong top end over-run. In the 125 class, it seems that a bike with strong low and midrange power will lack top end and vice versa, but the Honda motor does it all. Like all 125s, the motor works best when revved high and kept on the pipe, but unlike most 125s, the Honda motor allows you to correct for a mistake with a simple twist of the wrist and stab at the clutch lever.

So what's responsible for the increase in power? Honda says that it's the bigger silencer. "No way," I said. Honda's Eric Crippa simply chuckled and nodded his head like a proud father. "There are no internal changes, I can only guess that they have gotten tighter with their acceptable tolerances at the factory," said Crippa.

Whatever the reason, the bottom line is that the '94 CR125 is even faster than the '93.

I said that I was anxious to see how well the bike handled and, needless to say, I was not disappointed. The first thing that I noticed was how well the fork worked. The Kayaba units soak up the square-edged "curbs" as if they aren't even there, but at the same time they handle big hits and landings from high jumps without even a hint of bottoming. At times, last year's forks felt too rigid and would ricochet off immovable obstacles, but the new legs offer just the right amount of flex and "forgiveness."

The rear end is equally as impressive, as the Kayaba shock and lengthened swingarm deliver a much-more predictable ride. Gone is the side-to-side swap of last year, and the bike does nothing but track straight and true while powering out of corners. The shock came set up a bit soft for me, but the addition of a stiffer spring solved that problem.

As always, cornering is the Honda's forte. When it comes to hugging the inside line or performing mid-turn line changes, nobody does it better. The Honda goes where you want it, when you want it, period. The brakes are top-notch, but the front brake was so strong that I was forced to back out on the adjuster bolt. On more than a few occasions, I was caught off guard by the awesome stopping power of the front binder.

Like Chris, I could find very little that I would change about the CR125. While I like the fluorescent red plastic, I wish that Honda would switch to full-coverage radiator shrouds. The white gas tank dirties very quickly, and cleaning off the brown streaks caused by the riders' knees requires the use of contact cleaner and a scouring pad.

Honda did very well with their newest version of the CR125. Not only did they make it even faster, they made it easier to go faster on, thanks to the much-improved suspension.

A $4099 price tag, you say? I'll take it.

Donn Maeda

Age: 24 • **Height/weight:** 5'10"/160 lbs.
Specialty: Motocross • **Skill level:** Novice

Specifications

Honda CR125R

List Price	$4099
Displacement	125cc
Engine type	Liquid-cooled single-cylinder two stroke
Bore X Stroke	54mm x 54.5mm
Compression ratio	8.8:1
Carburetion	38mm flatside
Ignition	CDI
Transmission speeds	6
Starting system	Kick
Fuel capacity	2.0 gal.
Wheelbase	56.9 gal.
Rake/trail	N/A
Seat height	38.5 in.
Front tire	80/100x21
Rear tire	100/100x18
Front wheel travel	12.2 in.
Rear wheel travel	12.6 in.
Front brake	Disc
Rear brake	Disc
Final drive	Chain
Claimed dry weight	192.9 lbs.

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■ MOTOCROSS ■■■

(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USG P as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles-Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focuses on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

■ SUPERCROSS ■■■

(#325) Throttle for the Gold
The story of the 1990 Supercross Series; racing full throttle, criss-crossing the USA Jeff Stanton, J. M. Bayle, Jeff Ward and the rest make 18 stops on the tour for the Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 75 minutes from Motovideo.

■ TOURING & ROAD RIDING ■■■

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 /50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. This is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media Group, from Progressive Design.

(#118A) Sturgis 1991: Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop, "Dances with Motorcycles" explores the fascinating world of biking enthusiasts. Wayne Crane provides commentary, music by Creedence Clearwater Revival. 75 minutes, produced by Panacom, from Progressive Design.

(#117A) Sturgis 1991: The Official Video
This video captures all the Main Street mania, race track action, hill climb thrills and the great American road to Sturgis, including scenes filmed in Grand Teton and Yellowstone national parks. 77 minutes by Pocatello Media Group, from Progressive Design.

■ ROAD RACING ■■■

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title of "King Wayne" in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81 B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#96D) '93 Australian RR Grand Prix
55 minutes from Motovideo.

(#98D) '93 Malaysian RR Grand Prix
55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94B) 1991 Isle of Man
For over 80 years the IOM TT has been the ultimate challenge in motorcycle racing. TT '91 - White Lightning brings the fastest race ever, a history-making triple win and a stunning new outright lap record. 105 minutes from Duke Video USA.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT'92. 115 minutes from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From pre-season testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103) Bike Hero - Kevin Schwantz
Captures Schwantz's true brilliance leading to his arrival on the GP circuit in '88 thru the 1989 season. His legendary wins at Donington Park are also featured in addition to an exclusive interview on this tape. 60 minutes from Halmar.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#403A) 1991 World Superbike USA
Doug Polen and Scott Russell established their rivalry at the Brainerd USA round of the 1991 World Superbike Series, the last World Superbike race run in the US. 55 minutes from Motovideo.

(#410) 1990 World SB Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McEinea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

■ SPEEDWAY ■■■

(#45B) 1992 US Speedway Nat'l C'Ship
America's top 16 riders go head to head to see who will wear #1 in 1993. Bruce Penhall & Bruce Flanders narrate. 70 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships '91
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

■ CRASHES ■■■

(#65) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#147) Mud Wars
One big video with highlights of the Blackwater 100 Classic featuring endless crashes, mud baths, drown-outs, loop-outs, endos, and a cast of thousands - the Mud Fleasi 60 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, pro MX and more. 60 minutes from Powersports Video.

■ DIRT TRACK ■■■

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ on route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

■ VINTAGE ■■■

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and morel 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes;John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Parnellil Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 minutes from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

■ ENDURO ■■■

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110) 1990 Blackwater 100
The original "'Blackwater-The Video", 60 minutes of the 1990 World's Toughest Race; from Motovideo.

(#110A) 1991 Blackwater 100
From Davis, WV, it's America's Toughest Race, the Blackwater 100 Revisited. For the second year in a row Motovideo takes you to witness this amazing motorcycle & ATV spectacle. 60 minutes from Motovideo.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

■ INSTRUCTIONAL & TECHNICAL ■■■

(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#17) How To Buy a Motorcycle
What to look for, and make sure you buy the used motorcycle that is right for you. 30 minutes from Motovideo.

(#21) Fudamentals of Off-Road Riding
Dick Burleson covers suspension set-up and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle set-up and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#54) V-Twin Maintenance
How to keep your Evolution Harley humming and looking like new-and save hundreds of dollars. Joe Minton hosts. From Tech Tapes.

(#100) Rick Johnson's ""Motovation"
Rick Johnson shows your how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#111) "The Matazattack Video"
Follow "The Chicken" Jeff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. 60 minutes of entertainment from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club road-racing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

■ DRAG RACING ■■■

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video

■ MOVIES ■■■

(#14) Harley Davidson:® The American Motorcycle
All motorcycle fans will love this exciting trip through the past century of motrcycle history - including everything about the legend of Harley-Davidson. Join Hoyt Axton & nine other famous hosts in the world's only authorized H-D video. 73 minutes from Motovideo.

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1 971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hiliclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group.

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OFF-ROAD AMA National Championship Enduro Series: Round 8

Randy Hawkins, here finishing the second special test, scored his third win of the season.

Kelby Pepper picked his way around a stalled rider on his way to second overall.

Hawkins regains edge at Caney Creek

By Steve Hill

NEW WAVERLY, TX, SEPT. 5

The view from the top had recently gotten a bit crowded for defending National Enduro Champion Randy Hawkins. The Suzuki ace had started the series in convincing fashion, pulling out to a seemingly comfortable points lead, but teammate Steve Hatch put on a midseason charge, and the two were neck and neck coming into Texas for the next-to-last round. Hawkins had a slim two-point lead, and the two were dead even with their two worst finishes thrown out. Hawkins got it together just in time, however, scoring the overall win at the Caney Creek Enduro and leaving with his title hopes much enhanced. Hatch rode well, but a mental lapse left him with a burned check and third overall, with just one round remaining to pull off the upset of the year. KTM's Kelby Pepper, third in the point standings, split the two Suzuki teamsters in second overall.

"Steve, he's riding good," said Hawkins after the event. "And Kelby he's riding good. All of these guys are really riding good and (the title) is just kind of between me and Steve. Basically, we're riding the same speed, it's just whoever gets the breaks. He burned that check and gave me the break, and I won. If he hadn't burned it, he'd have won. It's real close between me and Steve; he's my partner and if it's not me (who wins the championship), then I hope he does."

The 25th annual running of the Trail Riders of Houston-sponsored event saw a turnout of approximately 250 entrants. The start was in downtown New Waverly - a small community nestled in the middle of the piney Sam Houston National Forest - and riders were escorted out in waves by the local sheriff. The 118.7-mile course was laid out on established BLM trail, which is maintained by TRH members and the forest service. The first few miles consisted of paved park roads, and then the trail dove off into the trees. The woods weren't overly tight by typical AA standards, but off-camber roots up to a foot high criss-crossed the trails, and nasty surprise attack stumps hidden by lush greenery added to the challenge.

Most of the top riders zeroed the earlier checks. The first real challenge came in the form of the first special test section, where the speed average was bumped up to 24 mph for approximately 10 miles. Hatch separated himself from the other top riders by dropping only four points, while Hawkins and Pepper each scored fives. The schedule slowed back down, and as the midday Texas sun began to heat up, the scorecards of the top riders continued to be filled primarily with zeros. This lasted until check 10, which was 92 miles out at the end of the second special test. The 24 mph section was laid out on the same trail as the earlier special test, so course familiarity was a factor. Even with the heat, the top riders continued to shave points off their earlier scores.

Hawkins and Pepper managed to trim their first-loop fives down to threes on the second go-around, giving them both totals of eight for the day. Hatch was again on the gas, also scoring a three at the check and missing a two by just three seconds. However, his hopes at the overall win had taken a sharp nose-dive at the previous check, which he burned. After the test, he was one point off the pace of Hawkins and Pepper, with a score of nine.

"I actually had a real good day," said Hatch. "The special tests went really good; unfortunately I must have missed a mileage marker or something because I burned one of my checks."

KTM rider Alan Randt was upset that the club had opted not to have a check before the second special test, thus giving an advantage to those who were riding hot. "It was obvious that (some people) went in early. It just doesn't make a fair competition that way. But that's the way it goes."

All three of the top riders kept their scorecards clean for the remainder of the relatively easy enduro, so Hawkins and Pepper each finished up with scores of eight. Hawkins had performed better on the tie-breakers, and thus scored his third overall win of the series.

"It went pretty well," said the Bieffe/MSR/Scott/ Metzeler/Braking/ RK/Bel-Ray/Technosel/100%/Exceed/ Pro-Taper/ICO/Moose Racing/Factory Connection-sponsored Hawkins, who hails from Traveler's Rest, South Carolina. "I think I had some good breaks today. Steve was riding really fast today, but he burned a check. I had a little problem this morning and I should have been on his same pace, but I wasn't."

"I had a good day, but I need a little longer course to have a competitive edge," Pepper said. "I don't think I can match Randy and Steve's speed in these conditions."

"I would've beat everybody if I hadn't burned that check," said the Hatch. "But Randy rode real good today and he deserved to win, and that's part of the game. Kelby rode real good. It's going to come down to the final round, just like we thought."

Rounding out the top five, with scores of 10, were Husqvarna-mounted Kevin Hines and KTM-mounted Matthew Stavish. Also scoring a 10, and placing sixth overall, was local hotshoe Josh Whitaker. The Cycle Town South/ KTM/Sprocket Specialists/Acerbis/ FMF/MSR/Duralube/Lucky Cycle Shop-sponsored rider from Plano will also be a member of this year's American Junior World ISDE team in Holland. Whitaker posted a seven in the first special test, but rebounded for an impressive three in the afternoon.

"I was a little over-anxious on the nice dirt (in the morning)," said Whitaker. "I've been riding all open stuff lately. I got into the nice dirt, sticking it in the corners, and fell down four times. I saw these big nice berms and was going in a little hot. But in the second test I had a good ride. I was a little upset that they didn't put a check-in, but other than that I was on the gas."

Jeff Russell, the 1991 National Champion, was fourth overall before the event, but he broke his collarbone at the previous round and opted to sit out Caney Creek. "If it had been a week later, I might have tried it," said Russell. "I just decided that it wasn't worth taking the chance of hurting it really bad. I'll let it heal and then ride some cross countries and stuff in the off-season to get ready for next year."

"That pretty much sews up first and second (for Suzuki, in the final point standings)," Hawkins said. "We just don't know who's got first."

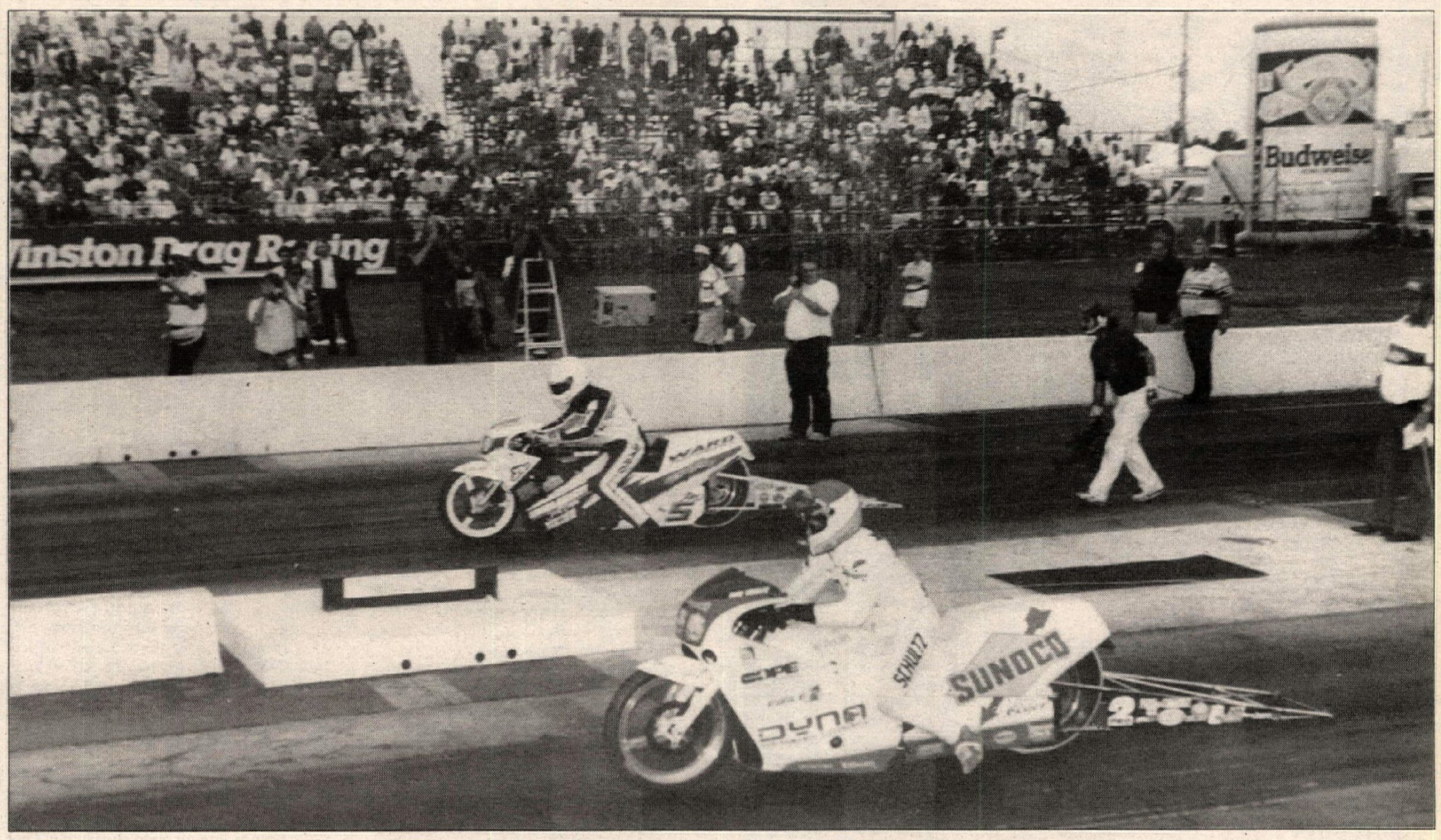
The point spread between the two now stands at 11 points, but with both riders' two "throw-out rides" taken into account, the difference is just nine. If Hawkins were to win the instrumental final round, he would of course sew up the title. The difference between a first- and a second-place finish is five points, so in order for Hatch to win the championship, he would have to win the overall and Hawkins would have to finish third or worse. That would leave the two Suzuki riders tied in points (once their two worst results were thrown out). The title would then go to the rider with the most wins on the year; Hawkins and Hatch have each topped three rounds, so if Hatch wins and Hawkins finishes third or worse in Delaware, the title will go to him.

As Hatch himself put it in Texas, "It's not over till its over!" CN

Results

O/A: 1. Randy Hawkins; 2. Kelby Pepper; 3. Steve Hatch; 4. Kevin Hines; 5. Matt Stavish; 6. Josh Whitaker; 7. Hayden Franklin; 8. David Bragg; 9. Alan Randt; 10. Wes McKnight; 11. Todd Harris; 12. Kelly Getz; 13. Jim Miller; 14. Michael Gillit; 15. Larry Crane; 16. Josh Chandler; 17. Jason Edie; 18. Scott Bright; 19. Michael Slechta; 20. Troy McDonald.

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES POINT STANDINGS (After 8 of 9 rounds): 1. Randy Hawkins (190/3 wins); 2. Steve Hatch (179/3); 3. Kelby Pepper (150); 4. Kevin Hines (145); 5. Jeff Russell (126).



Former National Champion David Schultz (near lane) bested John Smith in the final at Indy. The win moved Schultz past John Myers and into the top spot in the point standings.

Schultz shoots to the top at Indy

By Todd Veney

INDIANAPOLIS, IN, SEPT. 2-6

David Schultz had the field at the NHRA U.S. Nationals - also sometimes referred to as the Speedway World Finals or the U.S. Gran Prix of drag racing - covered like even the great riders do only a few times in their careers. The sport's biggest race was his to lose, and choking under pressure is one problem Schultz has never had.

Knowing as he staged each round that by merely avoiding self-inflicted wounds he'd win and take over the Winston points lead from season-long front-runner John Myers, Schultz rode defensively. "As we would leave the line and my lights were green, I'd say 'Yes!'" Schultz exclaimed. "I knew I didn't have to push the 'tree, and there's no way anybody at the race track was going to catch me today."

A particle-of-a-second into his fifth Indy final in eight years, it was obvious that Schultz, undefeated in the first four at Indianapolis Raceway Park, wasn't about to be a runner-up this time, either. With a full-tenth performance cushion on co-finalist John Smith, Schultz needed only to stay away from the red-light start that had eliminated his arch-rival.

"All I was looking for was a .450 light (a launch .05-second after the green) in the final, and I got a .460," Schultz said.

In the right lane, Smith was out first with a nice .411 holeshot, a near-perfect reaction time, but his lead was gone by the time they reached the Christmas tree.

"I didn't ride the bike right at all in the final, and it didn't matter - I still won," Schultz said. "I was a little late at the start, and I tagged the rev-limiter on two shifts because the air got cooler, which made it rip through the gears faster than normal."

Smith, who left people sitting on the starting line all day with holeshot starts, was the only victim of Schultz' four who didn't disqualify himself with a foul. Before Schultz somehow put down three straight identical runs - all exactly 7.73s at 168 mph - John Mafaro, newcomer Domenick Marciano and, in the semis, Hector Arana, handed wins to him with blatant foul starts.

Before he fired up for round one, Schultz' main competition for the NHRA Winston Championship, Myers, already was gone, the victim of his most costly mistake ever. Myers' Star Racing Suzuki moved 1/71 of a second before the tree came on in a first-round race with Lance Boyer that Myers surely would have won with any kind of a green light. It was his fourth foul in the last six events. He won the other two.

"I couldn't believe it when I saw the red-light on my side of the tree," Myers said. "Maybe I reacted quicker because the yellow light was brighter against the dark sky, or maybe it was because I was staged too deep, whatever. You're not supposed to let things affect you. It's a sad, sad way to lose."

Schultz, situated behind the starting line for Myers' race, awaiting the fireup call for his race with Mafaro, could hardly contain the smile under his helmet. "I saw John red-light and I thoughT, 'Good. I've been waiting for that.' Then I thought, 'Dave, don't lose your focus. Don't go out there and do something stupid. And motorcycle, please don't break.'"

Myers' teammate, Star Racing team owner George Bryce, who recently returned to riding, also foul-started, and, like Myers, ran a 7.83 - far quicker than their opponents' winning times. Another threat, Byron Hines, didn't even qualify for one of NHRA Pro Stock's quickest fields ever (7.91 bump). A chain broke on one qualifying attempt, severe tireshake caused Hines' transmission to shift itself into second gear prematurely on another, and a third was rained out.

Running at least a tenth-of-a-second slower than Schultz but surviving because he wasn't beating himself was the other threat, Gatornationals Champion John Smith, who has been plagued lately by an annoying penchant for losing races by thousandths of a second. "If you add them all up, it comes to about two-hundredths of a second," said Smith.

That wasn't a problem in the final, where he was trounced by Schultz by 10 times those margins of victory combined - two full tenths-of-a-second - 7.76/167 to 7.96/162. "My 7.76 would've been about a 7.71 if I'd driven it right," said Schultz, who also lost one mph from his earlier runs.

Schultz' final-round victory catapulted him to first place in the point standings for the first time since the final day of the 1991 season, when he won the championship by a scant 190 points over Myers. "This race is always pivotal for me," said Schultz, who has been saying all season that Myers eventually would have to be upset early somewhere.

"Now it's just three races for the championship, and I've got the lead. We were behind for so long after my crash at the first race of the year, but now I'm racing aggressively again."

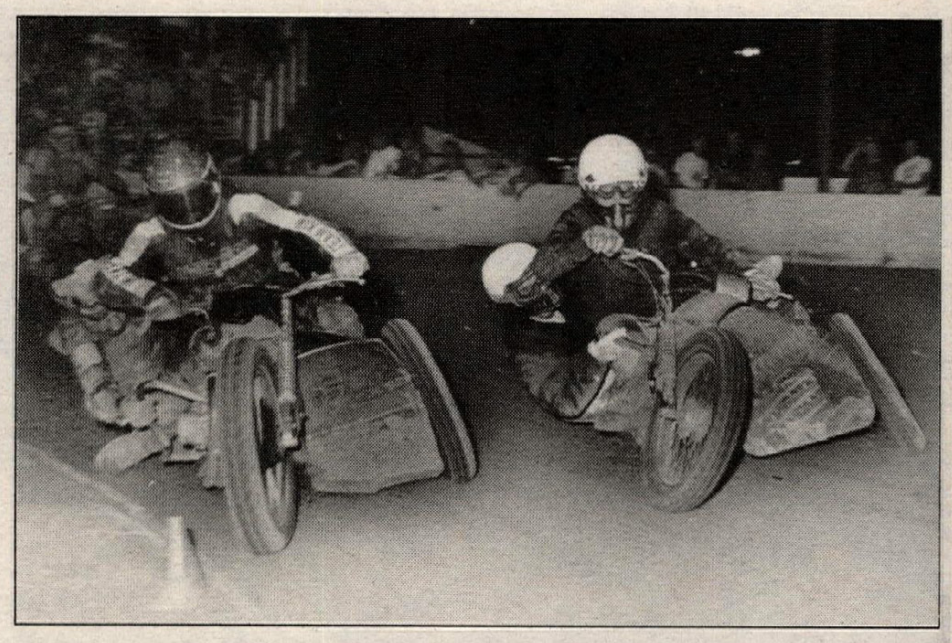
Myers clearly has been rocked back on his heels. He led by nearly 1000 points at one juncture, but there will be no coasting home at the final few races of the year, going winless after August as he did in his 1992 championship run. He'll have to go out and take this one back.

"We've lost the performance advantage we had at Englishtown and Ohio," Myers admitted. "Our edge is gone. We've really got to do something." CN

Results

NHRA WINSTON DRAG RACING SERIES PRO STOCK POINT STANDINGS (After 8 of 11 rounds): 1. David (Schultz (7182); 2. John Myers (6790); 3. John Smith (5536); 4. Ron Ayers (4346); 5. Michael Phillips (3728); 6. Byron Hines (3722); 7. Lance Boyer (3702); 8. Paul Gast (3620); 9. Russ Nyberg (3330); 10. Kerry Larkin (3124).

Kenny McIntyre (left) and Les Ketcham (right) won the Sidecar National at Speedway USA.



The championship battle came down to Lewis/Macy (left) and McIntyre/Ketcham (right).

Southern California Sidecar National Championship

McIntyre, Ketcham crowned champs at Victorville Speedway

By M. Sober
Photos by Jim Thorn

VICTORVILLE, CA, AUG. 28

In one of the year's most exciting events, Kenny McIntyre and Les Ketcham came from behind to win the Southern California Sidecar Championship by only one point over the New Zealand/American duo of Peter Lewis and Jamie Macy at Speedway USA.

The event employed the traditional speedway championship all-scratch format of four teams, four laps. Each team participated in four heats which were worth three points to the winner, two for second and one for third. The four highest scores would then qualify for the marathon four race main, where each sidecar would get a chance to start a heat from each of the four starting positions.

Unseasonable intermittent rain on race day left the track a little tacky, providing more than enough traction early in the event. Lewis/Macy made the tricky conditions seem trivial in the opening heat of the first round as they outgated the field and smoothly pulled away to a 10-bikelength win. In heat two the duo of Dave and Ray Stephens took a wire-to-wire victory. The third and final heat of the first round provided the first really tight racing as Don Partain and Derrick Albright used their pole starting position to good advantage, just managing to hold off the hard charge of McIntyre/Ketcham.

After a track drag, Lewis/Macy demonstrated why they were a team to be reckoned with as they duplicated their first round ride and breezed to a convincing win. McIntyre/Ketcham took their first win of the meeting in heat three, going wire to wire ahead of Dick Gardner and Doug Lynch, and Dean Steele and Dwayne King.

Steele/King finally got themselves sorted out in the third round, putting together an explosive start with four consistent laps to run away from the field on an improving outside line. McIntyre/Ketcham made short work of the next heat, leading Don Horsley and Jeff Medberry to the checkered flag. Two teams entered the final race of the third round with perfect six-point scores. Lewis/Macy and Partain/Albright, stationed in lanes three and four respectively, both had their sights on keeping up their perfect totals. What they didn't count on was pole sitters Gardner/Lynch spoiling those hopes. Lewis/Macy jumped out to the early lead, only to slide wide off their mid-track line in the final turn of lap four. Gardner/Lynch took full advantage of the unexpected bobble and grabbed the win.

With the fourth and final round left to complete, McIntyre/Ketcham and Partain/Albright were tied atop the heap with eight points apiece. Lewis Macy was next with seven points. The three teams of Stephens/Stephens, Horsley/Medberry and Gardner/Lynch were all tied for fourth place with six points. Steele/King, with a five-point showing, were the only other riders left with an outside chance of grabbing that fourth and last spot in the four-heat, round-robin main.

Steele/King kept the pressure on the front-runners by claiming the three first place points in the opening heat of the last round. The second heat win by Gardner/Lynch increased their point total to nine, putting them into the main event. McIntyre/Ketcham put their pole position to work in that final heat, leaving the suddenly mortal looking Lewis/Macy as well as Partain/Albright to haggle over second spot. Lewis/Macy needed at least a second-place finish to avoid falling into a run-off situation with Horsley/Medberry and Steele/King. If they finished last they would be out of the picture completely. As the four teams entered the first turn, fourth place was exactly where Lewis/Macy found themselves. Lewis quickly atoned for his lapse at the starting line with a bold move that split Pertain/Albright and the husband and wife team of Jerry and Lea Edwards, propelling them into second place and a berth in the main.

The championship now boiled down to the four teams of McIntyre/Ketcham, Lewis/Macy, Partain/Albright and Gardner/Lynch. There were no carry-over points, no advantages, just four heats to crown a new champion. After a random drawing to determine lane starting positions, the first heat was quickly staged with Partain/Albright drawing the initial pole, which meant they would start on the outside in the fourth and final go. Lewis/Macy rolled up on the left of Pertain/Albright in lane two, assuring themselves the pole position in the last race. McIntyre/Ketcham drew three and Gardner/Lynch rounded out the field in four. Lewis/Macy returned to their early evening form, flying off the starting blocks into a lead that would not be seriously threatened. McIntyre/Ketcham used a clever inside move to take second place away from Gardner/ Lynch. Partain/Albright also worked past Gardner/Lynch to garner the single third-place point. The second main event heat was a carbon copy of the first as Lewis/Macy used a good start to jump out to an early lead, and were right on the rear wheel of the leader. McIntyre/Ketcham went to work as the pack entered the turns one and two on the second lap, using the inside line to slip past Gardner/Lynch for second place and set their sights on Lewis/Macy. McIntyre continued to push the edge of the envelope and jumped right past Lewis/Macy into the lead. McIntyre/Ketcham's pace took its toll as Lewis/Macy regained the point when the lead duo couldn't scrub off enough speed going into the next turn and slid off the groove. Lewis/Macy had clear sailing to the checkered flag while McIntyre/Ketcham had to settle for second. Gardner/Lynch took third. With the main event half over, Lewis/Macy had a perfect six-point score. McIntyre/Ketcham were second with four points. Partain/Albright and Gardner/Lynch had one point each.

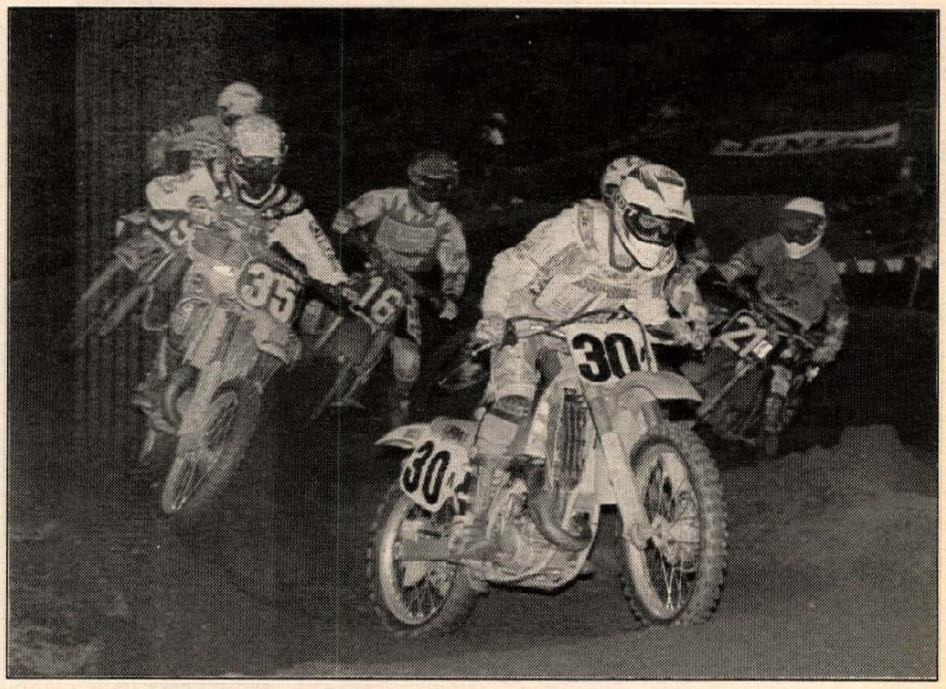
The third main event heat proved to be the turning point for the entire field. As the starting tapes went up the entire field reacted as if they were wired together. Nobody wanted to give ground as the first turn approached, and all hell broke loose as three of the teams did their impression of a Blue Angels shooting star. Three of the rigs discarded their human baggage and came to rest rubber side up, silencing the crowd. Amazingly, when the dust settled there were no serious injuries, and all the participants were able to restart after an extended delay. The bikes were another matter. Partain/Albright's Kawasaki was twisted beyond help and they were forced to borrow the bike of Stephens/Stephens. Lewis/Macy got their machine underway but it was clearly not the same bike that had taken them to consecutive wins. McIntyre/Ketcham made short work of the rerun third heat as they lead the entire four laps. Lewis/Macy gamely tried to make up ground to protect their point lead but could only manage a third-place finish, dropping them into a tie with McIntyre/Ketcham going into the final main event heat.

Lewis/Macy had the pole, and they were the first off the line and led the field down the back straight. McIntyre/Ketcham had also gotten out quick and were obviously in better mechanical shape than the patched together Lewis/Macy rig. McIntyre found his opportunity as the bikes entered the first turn on the second lap. As Lewis/Macy drifted slightly wide looking for traction, McIntyre deftly aimed his Kawasaki between the leader and the quick inside line. Once McIntyre/Ketcham got hold of the lead it was money in the bank as the two took the win and secured the championship with 10 points. Lewis/Macy pulled out all of the stops, but had to settle for second. Gardner/Lynch finished third, and Partain/Albright rounded out the field.

Results

MAIN: 1. McIntyre/Ketcham (Kaw) 10; 2. Lewis/Macy (Kaw) 9; 3. Gardner/Lynch (Kaw) 4; 4. Partain/Albright (Kaw) 1.

Spud Walters won both the 125 and 250cc Pro classes at the Temecula MX



Eric Anderson (30) holeshot the 125cc Novices at Perris MX, but Andy Kyler (16) won.

CMC Trans-Cal MX Series Round: 3

Walters whips 'em at Temecula Trans-Cal MX

By Scott Hoffman

TEMECULA, CA, SEPT. 5

It came down to the wire, but Spud Walters took his Pro Circuit/Yoko/Works Connection/Lamson Porting/Bieffe-backed Suzukis to the winner's circle in both the 125cc and 250cc Pro classes at round three of CMC's Asics/Bieffe Trans-Cal Nationals held at Temecula Motorsports Park.

Track designer Mark Peters and his crew worked through the night to prep the recently built Temecula track. Track conditions were bearable throughout the day considering the heat and the dry wind that dried the soil despite heavy watering.

As the gate dropped for the first moto it looked as if it would be another domination by NCY rider Don Upton as he led the field into the first turn. Hot on the trail of Upton were Spud Walters and FNW rider Craig Mason. The first lap of competition proved to be the most exciting as positions were swapped and riders tangled. Craig Mason was the first to falter when he clipped another rider and went down over a long table-top jump. Out front Walters made an early charge on Upton to take over the lead. For the second week in a row Suzuki-backed Mike Metzger's hopes for victory came up short as he went down in a difficult set of whoops.

"I was right behind Upton and between two riders when I was taken out," said Metzger. Despite being back in the pack, Metzger was the fastest rider through the whoops.

Walters and Upton started to pull away from third and fourth place riders Terry Fowler and Greg Schnell early in the race. By the fourth lap Walters had started to put a cushion between himself and Upton. Schnell diced with Fowler until he made the pass that stuck until the end of the moto. By the halfway point, riders locked into position until the end of the moto. Walters crossed the finish first, receiving maximum points.

In the second moto the battle for the overall came down to a points war. Metzger, who finished back in the first moto, had nothing to gain, but his pride rode a flawless race from start to finish. Upton held the third spot for most of the first lap until Fowler dropped him back to fourth. Back in the pack was frustrated first moto winner Walters who had been squeezed out going into the first turn.

By the third lap Metzger had left the field in the dust as Upton and Walters fought for the overall. Upton was banging at the back door of Fowler, but Fowler didn't answer. With every move Upton tried, Fowler would slam the door on him. Walters got by Terry Parsons when Parsons' bike broke on the third lap. With Fowler holding back Upton, Walters came into the battle. Upton was running out of time as Walters started to apply pressure. Upton finally moved into the second spot at the halfway point and motored away. Now the race for the overall was in the hands of Walters as he was stuck behind Fowler. Walters stuck to the heels of Fowler for two laps and finally slammed his way into the third spot.

With three laps remaining Upton had pulled too much of a gap for Walters to close. Little did Walters know that a third place finish would secure the overall for him as long as Upton stayed in second. At the finish Upton had closed the gap on Metzger, but there was no time to make the pass.

In the 250cc Pro class Walters again held on to his victory by a slim margin. Walters edged out Larry Brooks by one point.

Walters and Brooks had a good battle for the lead in the first moto as the two riders went at it for the entire race. Walters almost lost the race on the last two laps when he lost his concentration and almost crashed. Mike Metzger held the third spot throughout the moto as Upton came through the pack to fourth after a poor start.

In the second moto Upton timed the gate drop to perfection and grabbed the lead. Brooks and Walters were close behind. By the second lap Upton started to ride his own race with little pressure from behind. Brooks and Walters rode a close race, but Walters could never seem to get close enough to make the pass. Metzger and Dustin Evans held fourth and fifth for much of the race. Upton crossed the line first, but because of his poor first moto finish, gave the overall to Walters. CN

Results

P/W STK BEG: 1. Michael Beaver (Yam); 2. Steve Ross (Yam); 3. Cory Burns (Yam); 4. Jeff Christy (Yam); 5. Justin Galati (Yam).

P/W STK JR: 1. Chris Nihan (Yam); 2. Ryan Beat (Yam); 3. Joey Christy (Yam); 4. Jonathan Rose (Yam).

P/W MOD: 1. Chris Nihan (Yam); 2. Ryan Beat (Yam); 3. Michael Beaver (Yam).

60 (0-8): 1. Joey Christy (Kaw).

60 (9-11): 1. Jonathan Shimp (Kaw); 2. Nick Beaver (Kaw); 3. Christopher Tacco; 4. Bryan McGavran (Kaw); 5. Emitt Kling (Kaw).

80 BEG: 1. Monty Merrithew (Suz); 2. Jason Coleman (Kaw).

80 (9-11): 1. Bryan McGavran (Yam); 2. Scott Nelson (Suz); 3. Bobby Bonas (Kaw); 4. Nick Beaver (Yam); 5. Levi Reed (Yam).

80 (12-13): 1. Dostal Jiri (Suz); 2. Scott Conley (Suz); 3. Daniel Norman (Suz); 4. Billy Payne (Kaw); 5. Cameron Christensen (Suz).

80 (14-16): 1. Charley Bogard (Suz); 2. Dustin Nelson (Kaw); 3. Doug Parson (Suz); 4. Andy Harrington (Suz); 5. Brian Sweany (Yam).

125 BEG: 1. Carlos Campillo (Yam); 2. Ole Henden (Yam); 3. Chris Waters (Yam); 4. Gary Yearsley (Yam); 5. Matt Walker (Suz).

125 JR: 1. Guy Griffin (Yam); 2. Cliff Coor (Yam); 3. Brian Rodriguez (Suz); 4. Jason Fields (Yam); 5. Robert Sheldon (Yam).

125 INT: 1. Ty Kady (Suz); 2. Lance Johnson (Yam); 3. Chris Wheeler (Yam); 4. Dennis Dahlin (Suz); 5. Jason Matthews (Suz).

125 PRO: 1. Spud Walters (Suz); 2. Don Upton (Yam); 3. Mike Metzger (Suz); Terry Fowler (Suz); 5. Greg Schnell (Suz).

250 BEG: 1. David Queyrel (Hon); 2. Chris Lembo (Yam); 3. Carlos Campillo (Kaw); 4. Kris Beaver (Yam); 5. Gary Cummings (Yam).

250 JR: 1. Travis Couter; 2. Mark Ehrharist (Yam); 3. Jason Fields (Yam); 4. Anthony Hadson (Hon); 5. Jason Pearce (Yam).

250 INT: 1. Ty Kady (Suz); 2. Dennis Dahlin (Suz); 3. Gabe Bolivar (Yam); 4. Chris Wheeler (Yam); 5. Jeff Tilton (Suz).

250 PRO: 1. Spud Walters (Suz); 2. Larry Brooks (Yam); 3. Donald Upton (Yam); 4. Mike Metzger (Suz); 5. Craig Davis (Hon).

UTH AM: 1. Merle Hammer (Yam); 2. Mark Stroup (Yam); 3. Scott Hoffman (Yam); 4. Guy Giffin (Yam); 5. Jeny Jackson (Suz).

UTH MSTR: 1. Jon Zahrt (Yam); 2. Travis Robertson (Hon); 3. Steve Piattoni (Suz); 4. Lance Johnson (Yam); 5. Kenny Zahrt (Yam).

VET BEG: 1. Kevin Brown (Hon); 2. Greg Covert (Yam); 3. Lorenzo Diaz (Yam); 4. Kirk Chapman (Kaw); 5. Alan Pugliese (Yam).

VET JR: 1. Greg Mazzio (Yam); 2. Larry Johnson (Yam); 3. Chris Hansel (Yam); 4. Mark Davenport (Yam); 5. Neal Sodberg (Yam).

VET INT: 1. Scott Wilkinson (Hon); 2. Mark Shoup (Yam); 3. Neil Christiansen (Hon); 4. Bob Tippit (Hon); 5. Bob Shimp (Suz).

VET MSTR: 1. Jon Zahrt (Yam); 2. Steve Piattoni (Suz); 3. Kenny Zahrt (Yam); 4. Gary Doggett (Kaw); 5. Tim Marsh (Hon).

VET PRO: 1. Jim Holley (Yam); 2. Dan Berg (Hon); 3. Don Connely (Suz); 4. Jim Dunn (Yam); 5. Robert Hansen (Yam).

OT JR: 1. Jim White (Suz); 2. Dave Brocius (Hon).

OT INT: 1. Dave Berg (Hon); 2. Rich Hansen (Hon); 3. Karl Scanlan (Yam).

OT MSTR: 1. David Chunn; 2. Greg Humber (Hon); 3. Adrian Mesh (Yam).

500 AM: 1. Chip Rotan (Kaw); 2. Dave Westfall (Hon); 3. Joe Fernandez (Kaw); 4. Jim Hart (Hon); 5. Lance Booth (Kaw).

500 PRO: 1. Jim Holley (Yam); 2. Dan Berg (Hon); 3. Don Connelly (Suz); 4. Jim Dunn (Yam); 5. Robert Hansen (Yam).

Kyler killer at Perris MX

By Tony Alessi

PERRIS, CA, AUG. 28

He wasn't the fastest rider in the 125cc Novice class, but Andy Kyler took the overall victory with a pair of second-place finishes during the next-to-last round of the GFI "Win a Truck" night MX series at Perris Raceway.

Reggie Mitchell grabbed the moto one lead in his first 125cc race at Perris. Mitchell, a former minicycle hot shoe, seemed a bit undersized on the 125. It showed, as the 11-year-old rider began to drop back the pack as the laps progressed.

Kyler and Fritz Bottger moved into the lead positions and engaged in a brief battle for the lead. Bottger bailed off and handed the second spot to Chuck Enscoe, who almost immediately caught Kyler. Enscoe made a move on Kyler for the lead at the halfway point of the race, then pulled away for the moto win. Kyler mainained second to the finish followed by Chuck Parker, Eric Anderson and Jason Ingersoll.

Anderson was simply awesome in the second moto. Anderson had never won a 125cc Novice moto before, but he seemed to be riding with a real adrenaline rush as he simply walked away from the competition. Kyler ran a consistent second and held off a last-ditch effort by Enscoe to post the overall win.

Don Upton won the 125cc Pro class after a great two-moto battle with Greg Schnell. Schnell beat Upton in the first moto while Ray Hensley survived a bar-banging battle with Upton to finish third.

Schnell and Upton had an all-out battle in the second moto. Schnell led Upton but then left the door open in a fast sweeper, and Upton plowed him to take the lead. Schnell matched Upton turn for turn and remained on his back fender all the way to the finish but couldn't make a pass. Upton took the win followed by Schnell and Hensley.

Results

50 F/T: 1. Justin Workman (Yam); 2. Jake Bissonette (Yam); 3. Cheyenne Picard (Yam); 4. Ryan McClintock (Yam).

50 BEG: 1. Aron Tomota (Yam); 2. Justin Yoast (Yam); 3. Jeff Loop (Yam); 4. Jessica Loop (Yam); 5. Dallas Peick (Yam).

50 STK NOV D-1: 1. Ricky Oliver (Yam); 2. Justin Munyon (Yam); 3. Andrew Nason (Yam); 4. Charlie Jenkins (Yam); 5. Donald Chollar (Yam).

50 STK NOV D-2: 1. Kyle Foltz (Yam); 2. Mike Alessi (Yam); 3. Justin Lavoie (Yam); Jeff Bell (Yam); 5. Matthew Clark (Yam).

50 STK EX: 1. Bryan Mathews (Yam); 2. Joe Anderson (Yam); 3. Chad Munn (Yam).

50 MOD NOV D-1: 1. Charlie Jenkins (Yam); 2. Justin Munyon (Yam); 3. Justin Lavoie (Yam); 4. Matthew Clark (Yam).

60 BEG (0-8): 1. Nick Alvarez (Kaw); 2. Cale Wallace (Kaw); 3. Daton Beavers (Kaw); 4. Nicholas Wells (Kaw); 5. Joe Anderson (Kaw).

60 BEG (9-11): 1. Austin Jones (Kaw); 2. Jason Ciarletta (Yam); 3. Danny Pettingill (Kaw); 4. Christopher Rogers (Kaw); 5. David Sullins (Kaw).

60 NOV (9-11): 1. Bryan McGavran (Kaw); 2. Scott Nelson (Kaw).

80 BEG: 1. Dusty Walters (Yam); 2. Newcomer (Yam); 3. Wes Carey (Suz); 4. Chris Panek (Yam); 5. Chris Rogers (Kaw).

80 NOV: 1. Oscar Valdez II (Yam); 2. Sean Hamblin (Yam); 3. Bryan McGavran (Yam); 4. Scott Nelson (Suz); 5. Josh Carter (Yam).

80 INT: 1. Robby Couse (Kaw).

80 B/W: 1. Doug Harvey (Kaw); 2. Janson Turner (Kaw).

125 BEG: 1. Paul Bria (Kaw); 2. Tommy Chacon (Yam); 3. Tony Nguyen (Hon); 4. Jason Padilla; 5. Dan Farrar (Suz).

125 NOV: 1. Andy Kyler (Hon); 2. Chuck Enscoe (Yam); 3. Eric Andeson (Suz); 4. Jason Padilla; 5. Dan Farrar (Suz).

125 INT: 1. Mike Ulrich (Hon); 2. Larry Camomile (Hon); 3. Clint Warner (Hon); 4. Willy Haney (Suz).

125 PRO: 1. Don Upton (Yam); 2. Greg Schnell (Suz); 3. Ray Hensley (Suz); 4. Erik Anderson (Suz); 5. Yamada Ryuchi (Suz).

250 BEG: 1. Elton Yates (Hon); 2. David Queyrel (Hon); 3. Bryon Davis (Yam); 4. Craig Williams (Hon); 5. Kelly Patton (Hon).

250 NOV: 1. Bret Milan (Yam); 2. Chad Smart (Suz); 3. David McCown (Hon); 4. Anthony Hadsall (Hon); 5. Chris Repp (Kaw).

250 INT: 1. Robert Briggs (Kaw); 2. Eric Wright (Suz); 3. Clint Warner (Suz).

500 BEG: 1. Paul Evans (Suz); 2. Henry Kokosenski (Hon).

500 NOV: 1. Derek Gainer (Hon); 2. Patrick Veritch (Hon); 3. Fred Theil (Hon); 4. Greg Verdugo (Hus); 5. Dan McClintock (Yam).

500 INT: 1. Jim Henn (Hon); 2. Sterlyn Rigsby (Hon).

25+ BEG: 1. Tom Gergen (Hon); 2. Chris Gallo (Hon); 3. Ernie Garcia (Suz); 4. Chris Alamangos (Suz); 5. Layton Loop (Hon).

25+ NOV: 1. Paul Wright (Yam); 2. Sam Ramirez (Yam); 3. Gary Harada (Yam); 4. C.T. Falk (Yam); 5. Darrell Statham (Yam).

25+ INT: 1. Kevin Fringer (Kaw); 2. Bob Johnson (Kaw); 3. Dennis Cole (Yam).

30+ NOV: 1. Pryor Campbell (Kaw); 2. Kelly McDougal (Suz);

EVENTS

Kelly Henry (19) headed the field in the 125cc Novice B class at Broome-Tioga MX.

Andy Nelson's (12) 2-1 score earned him honors in the Pro class at Thunder Valley MX.

3. Mark Fitzgerald (Hon); 4. Andrew Smith (Suz); 5. Gary Harada (Yam).

35+ NOV: 1. Pryor Campbell (Kaw); 2. Jeff Arzonman (Suz); 3. Wayne Carey (Hon); 4. Phil Harp (Hon); 5. Richard Sloss (Yam).

40+: 1. Rick Workman (Hon).

WMN: 1. Erin Donnelly (Kaw); 2. Ashley Keefer (Yam).

Amateurs sweep Broome-Tioga MX

By Richard DeLibertis

BINGHAMTON, NY, AUG. 28

As a prelude to the 1993 125cc/500cc AMA National at Broome-Tioga, nearly 700 Amateur racers descended on the facility to take part in the Suzuki/Dunlop East Coast Amateur National. Many of the riders had attended the AMA Amateur Nationals just two weeks prior. Of the names that met with limited success in Tennessee, Damien Plotts, Derek Stull, John Schneider and Paul Carpentar led a core of hard chargers at Broome-Tioga.

Plotts was the 250cc/Open class winner ahead of a strong field of contenders Justin Berg, Matthew Rond (the 125cc A class winner), and first moto winner, Neil Woerner. Plotts put together a 3-1 score using the same lines he had used weeks before to win the Dash for Cash event at the Broome-Tioga round of the Tucker-Rocky Series for the overall victory ahead of Berg's 2-3 score. Bond had a 4-2 score for third. Woerner nailed down the first moto win but was detuned to a sixth in the second moto. He was followed by newly crowned Expert Chad Kresge, who netted a fifth overall via an 8-4 score.

The 125cc A class played host to a similar cast of challengers with Bond leading the troops with a 2-1 score. First moto winner Jeremy Groescup had sour luck, placing eighth overall, the result of a disappointing 17th-place finish in the second moto.

Chad Kresge showed that his status as an Expert is justifiable, as he posted a consistent 4-4 score to take the runner-up spot behind Bond. The remainder of the top five overall jockeyed about for position on the rough and serpentine track. Berg went 3-6 for third, Scott Ghidiu was a 5-7 performer for fourth and Michel Desbiens made the trip from Beaumont, Quebec, Canada a profitable one by posting a 9-5 score for fifth overall.

The 125cc Novice competition fielded two full gates of competitors, second only to the 250cc/Open Amateur classes, which took on three full gates. The 125cc overall winners included Phil Davis and Kelly Henry. Henry traded moto wins with Nick McCabe in the B group, while Joe Santora and Rick Henry traded wins in the A group. Davis posted 3-2 for his overall win.

John Schneider's 1-1 score in the 80cc (9-15) class came at the expense of Travis Pastrana, the second place finisher in moto one. Travis looked to be the runaway winner of moto two until his front end took on more traction than it could handle. He was thrown from the bike and was ushered to the hospital as a precautionary measure, and later released. Second overall went to Paul Carpentar who raced to a 3-2 score. Schneider was also the 80cc (14-15) group winner while Paul Carpentar took the overall with a perfect score in the 80cc (12-13) class.

Derek Stull had his perfect day ruined by the persistence and determination of Rich Daly. Stull had scored a pair of firsts to take the overall win in the Collegeboy Amateur class and the first moto of the 125cc Amateur class. His attempts for a second moto win in the 125cc Amateurs were thwarted by Daly and an overzealous throttle. " I was charging up the last hill and got out of shape in the rough stuff that lead to the set of double jumps at the top of the hill." Stull said. "When I got back in control, Rich had enough of a lead to take the win." Daly earned the overall based on his 2-1 versus Stull's 1-2.

Results

50 YTH: 1. Casey Young (Yam); 2. Ryan Mills (Yam); 3. Mitch Dougherty (Yam); 4. Jamie Johnson (Yam); 5. Jacob Morrison (-Yam).

60 (7-11): 1. Bear Hughson (Kaw); 2. Mike Dougherly (Kaw); 3. Brandon Husnander (Kaw); 4. Casey Clark (Kaw); 5. Jack Carpenter.

80 (9-15): 1. John Schneider (Hon); 2. Paul Carpentar (Hon); 3. T.J. Gulia (Suz); 4. Jeremy Cook (Kaw); 5. Daniel Pepoon (Suz).

80 (7-11): 1. Jeremy Cook (Kaw); 2. Mike Dougherty (Kaw); 3. Bear Hughson (Kaw); 4. Tim Terway (Suz); 5. Brandon Husnander (Kaw).

80 (14-15): 1. John Schneider (Hon); 2. Casey Higgins (Kaw); 3. Peter O'Connell (Kaw); 4. Steven Bonini (Suz); 5. Charlie Zinger (Suz).

80 (12-13): 1. Paul Carpentar (Hon); 2. T.J. Guila (Suz); 3. Justin Shepker (Kaw); 4. Daniel Pepoon (Suz); 5. Jerome Dawson (Suz).

125 NOV A: 1. Phil Davis (Hon); 2. Jason Sharpless (Hon); 3. Rick Henry (Hon); 4. Steve Lombardozzi (Hon); 5. Patrick Schulz (Kaw).

125 NOV B: 1. Kelly Henry (Kaw); 2. Nick McCabe (Yam); 3. Baird Hageman (Hon); 4. Nicolas Dorais (Hon); 5. Chris Belles (Hon);

125 AM A: 1. Rich Daly (Suz); 2. Derek Stull (Suz); 3. Brett Blewet (Kaw); 4. Kevin Dillon (Kaw); 5. James Knapp (Suz);

125 AM B: 1. Chad Smith (Hon); 2. Steve Moquin (Kaw); 3. Dean Busch (Hon); 4. Shawn Gulia (Suz); 5. Paul Waslin (Kaw).

125 A: 1. Mathew Bond (Hon); 2. Chad Kresge (Kaw); 3. Justin Berg (Kaw); 4. Scott Ghidiu (Kaw); 5. Michael Desbiens (Hon).

250/OPEN NOV A: 1. Charlie Tresca (Hon); 2. Jeff Hoffman (Yam); 3. George Gilmore (Yam); 4. William Grippo (Suz); 5. Dan Hubbard (Hon).

250/OPEN NOV B: 1. Dave Filarecki (Suz); 2. Joey Yagloski (Yam); 3. Gary Born (Hon); 4. Joe Santora (Hon); 5. Edward Poypogienski (Hon).

250/OPEN C: 1. John Gustafson (Yam); 2. Ron Monette (Yam); 3. Jeff Grace (Hon); 4. Chris Mooney (Kaw); 5. Robert Goutrenout (Kaw).

SCHBY: 1. Tony Magaro (Kaw); 2. Sean Martiand (Yam); 3. Scott Rockwell (Suz) 4. Tony Cavazza (Kaw); 5. Jeff Lanieu (Yam).

VINT: 1. Jerry Newby (Hon); 2. Don Bets (Yam);3. John Frey (Kaw); 4. John Hilton (Hon); 5. John Suttell (Hon).

CLGBY AM A: 1. Derek Stull (Suz); 2. Al Payne (Hon); 3. Eric Richards (Hon); 4. Darryl Smith (Kaw); 5. Andy Hendrickson (Suz).

CLGBY AM B: 1. Paul Waslin (Kaw); 2. Tom Kittelstad (Kaw); 3. Kevin Migliore (Hon); 4. George Kosar (Hon); 5. Kelly Henry (Kaw).

CLGBY EX: 1. Chuck Scott (Kaw); 2. Waiter Marshall (Suz); 3. John Boser (Hon); 4. Eric Swartwood (Hon); 5. David Eckhart (Kaw).

25+ EX: 1. Dave Wolfskill (Suz); 2. Mark Tiesler (Hon); 3. Kenneth Mecking (Suz); 4. Tim Lona (Yam); 5. Robert Federico (Hon).

250 AM A: 1. Kevin Dillon (Kaw); 2. Mike Phinney (Hon); 3. Tom Kittelstad (Kaw); 4. Kevin Migliore (Hon). 5. Eddie Hololob (Suz).

250 AM B: 1. Chad Smith (Hon); 2. Bruce McDonald (Hon); 3. Matt Rossi (Hon); 4. Matt Jefferson (Hon); 5. Mike Difiore (Kaw).

250/OPEN AM: 1. Richard Elias (Hon); 2. Tom Hurd (Suz); 3. Mike Mileski (Hon); 4. Nathan Sanford (Yam); 5. Roger Hanna (Hon).

250/OPEN EX: Damien Plotts (Suz); 2. Justin Berg (Kaw); 3. Matthew Bond (Hon) 4. Neil Woerner (Hon); 5. Chad Kresge (Kaw).

25+ AM A: 1. Joe Daher (Yam); 2. John Jones (Hon); 3. Mario Martorella (Kaw); 4. Greg Stempel (Suz); 5. Dan Murphy (Hon).

25+ AM B: 1. Richard Elias (Hon); 2. Eddie Anewalt (Yam); 3. Ben Radtke (Suz); 4. Mike Blowers (Yam); 5. George Gilmar (Yam).

30+ AM A: 1. Mike Meleski (Hon); 2. Eric Bryn (Hon); 3. John Stiegier (Kaw); 4. Bruce Hawes (Yam); 5. Rich Simmons (Suz).

30+ AM B: 1. Richard Elias (Hon); 2. Don Murphy (Hon); 3. Mario Martorelia (Kaw); 4. Greg Stempel (Suz) 5. Scott Rhinehart (Kaw).

30+ EX: 1. Dave Wolskill (Suz); 2. Jerry Newby (Hon); 3. Kenneth Mecking (Suz); 4. Tom Hurd (Suz); 5. Jim Marshall (Hon).

40+: 1. Paul Eckhart (Hon); 2. Joe Yagloski (Yam); 3. Fred Lucas (Kaw). 4. Dennis Kropp (Suz); 5. Erv Braun (Suz).

Bright shines at Julesburg GP

By Linda Renquist

JULESBURG, CO, AUG. 15

For Scott Bright the number 13 was very lucky as Bright scored the overall win in the 13th year of the Julesburg Gran Prix.

This year the day was sunny and very hot as the racers closed Julesburg's main street at 12 noon awaiting the start of the race. Seventy-seven racers were on hand to challenge the course that wound through pasture land and crossed the South Platte River several times. The gun went off with each class starting 60 seconds after the first. Bright quickly put his Moose Racing/Cycle Gear/Colorado Honda/Krause Racing-backed Honda into the lead. Bright was only seconds ahead of the three-time winner Wayne Intermill. The top three racers were only one minute apart. Racing neck and neck were Bright, Intermill and Vincent King. The last lap was the most critical as Bright knew his gas was almost gone, but he gambled and tried to finish. He ran out of gas right at the pits and begged a gallon of gas from another racer. After 100 miles of racing this proved to be the deciding factor in the race as Intermill was out of the race and King was two minutes behind.

Results

O/A: Scott Bright (Hon).

OPEN: l. Tim Linn (Kaw); 2. Ernie LeMay (Hon); 3. Nathan Dietz (Hon); 4. Randall Firme (Hon); 5. Terry Dietz (Hon).

250: l. Vincent King (Hon); 2. Mark Snow (Kaw); 3. Ira Pufpaff (Yam); 4. Clay Colchin (KTM); 5. Lance Gross (Hon).

200: 1. Scott Garchar (Suz); 2. Greg Adams (Kaw); 3. Mark Engel (Kaw); 4. Bruce Dalton (Kaw); 5. John Nielsen (Kaw).

TEAM: 1. Scott Hovet/Tom DeWolfe (Yam); 2. Larry Larson (Kaw)/Greg Smith (Yam); 3. Dean Hutton (Kaw)/Grant Tetzloff (Yam).

PWDRPFF: 1. Mary McDowell (Yam); 2. Marcelle Dalton (Kaw); 3. Amanda Weerman (Yam).

OT: 1. Charles Engel (Suz); 2. Steve Randall (Hon); 3. Chuck Brightly (Hon); 4. Roger Dowden (KTM); 5. Steve Donelson (Kaw).

Nelson mangles Thunder Valley MX

By Tom Griffith

MAYER, AZ, AUG. 29

Andy Nelson proved to be the 125cc Pro to beat at Thunder Valley MX after battling with Rick Nagle. Nagle took the Honda/Yamaha battle to the max at Thunder Valley. In the first moto the riders were dead even up Freeway Express on the start, dropping into Prescott Gorge in a near freefall. With Neal Stizman's Honda in tow, the Nelson vs. Nagle battle raged throughout moto one. Intermediates Damian Lys, Sean Gray and Brian Highsmith waged their own war, thrilling the crowd. These racers all decided that the added switchback and tilted-lip just before the finish-line tabletop was the place to test each others mettle. Highsmith slipped into first in the last tight turn, followed by hard-charging Lys & Gray.

Moto two saw Pro Andy Nelson disappear with the holeshot only to have Gray sling his Honda around the berm to claim the lead as the field dropped into the Gorge. Intermediate Gray went on to claim the overall win. His 3-1 earned him first Intermediate.

Adding to their reputation as Thunder Valley's biggest classes, three separate mini battles were waged. Running a split-gate 14-16 and 12-13 race, Suzuki rider Michael Sullivan pulled the hole shot in moto one's second gate. With the mud bog at Arnold's corner taking its toll on the older riders, Sullivan flew his RM80 into second overall and first in class by mid-race. Yamaha rider Kyle Storing managed to hang on for first in the 14-16 division barely ahead of a last lap battle between Sullivan and Andy Campbell. Just before the checkers, Campbell snuck inside Sullivan for the first-moto win.

Moto two action saw Storing lead his gate's riders into the Gorge but eventually fall prey to a hard-charging Gary Wolf on his Honda. Again with the second-gate holeshot, Sullivan started catching the older riders through the corners. By the white flag lap, Sullivan pushed his into the overall lead. Wolf's experience and size paid off as he pressured Sullivan and slipped back to first overall and salvaged the day for the 14-16 racers. But Sullivan's charging style had all heads turning not just with his 2-1 win in class, but his controlled assault on the older class, who already had a first-gate headstart. Campbell had to battle the field to earn second in moto two and 1-2 finish for second in class behind Sullivan.

Results

P/W BEG: 1. Chase Gibbs (Hon); 2. Tanner Sullivan (Yam) 3. Zach Nagle (Yam).

JR (0-8): 1. Blake Tinman (Kaw); 2. Branden Capore (Kaw).

MINI (9-11): 1. Branden Gilman (Suz); 2. Richard Miller (Suz); 3. James Buchannan (Suz); 4. Grant Eckerman (Kaw); 5. Cody Denee (Hon).

MINI (12-13): 1. Michael Sullivan (Suz); 2. Andy Campbell (Yam); 3. Ryan Sohm (Kaw); 4. Blake Tinman (Kaw); 5. Jason Palmer (Kaw).

MINI (14-16): 1. Gary Wolf (Hon); 2. Kyle Storing (Yam); 5. Mike Storing (Yam); 4. Jai Valdez (Kaw).

125 BEG: 1. Dan Sutherland (Hon); 2. Wes Dieser (Hon); 3. Geoff Henderson (Kaw); 4. Ryan Evans (Hon); 5. Michael Schubert (Yam).

125 NOV: 1. Tim Gerdl (Hon); 2. Chad Hill (Hon); 3. K.R. Harris (Hon).

125 INT: 1. Sean Gray (Hon); 2. Damian Lys (Suz); 3. Brian Highsmith.

125 PRO: 1. Andy Nelson (Hon); 2. Rick Nagle (Yam); 3. Neal Stizman (Hon).

250 BEG: 1. Beth Ringerbach (Yam); 2.Mike Tomlinson (Kaw); 3. John Peters (Hon); 4. Ken Vacney (Kaw); 5. Keith Nott (Hon).

250 NOV: 1. Tom Leigh (Hon); 2. Stacey Miller (Yam); 3. Kenneth Carter (Hon).

VET BEG (25-29): 1. Mike Moyer (Hon).

VET BEG (30-39): 1. Jack Ogle (Yam); 2. Wes Holmes (Hus); 3. Mark Hayslett (Yam); 4. Gary Osten (Hon); 5. Gene Johnson (Suz).

VET NOV (30-39): 1. Paul Miller (Hon); 2. John Schroeder (Hon); 3. Mike Moyer (Hon).

VET INT (30-39): 1. Doug Goodman (Hon); 2. Michael Halpin (Hon); 3. Jeff Pinsecki (Suz).

McBride sweeps Champion Speedway

By Larry McBride

OWEGO, NY, AUG. 29

At Champion Speedway Lenny McBride made a double sweep by winning the Scratch main and the Handicap main events.

Coming off the zero yard line in the Handicap main was Rick Secoolish and Joe Veninsky while McBride gated from the 50. Sandwiched between them were 30-yard-liners Joel Monell and Nick Ciardi. Secoolish took the early lead over Veninsky down the back straight. McBride took only two laps to overtake Monell and Ciardi for third. Riding an inside line, McBride switched to the high side coming off turn two to get by Veninsky where he remained to out-distance Secoolish on the front straight to gain the lead. One lap later McBride took the checkered flag after getting around Mike Jones who crashed hard off turn four.

Anxiety was the key ingredient at the starting line in the Scratch main as McBride made an attempt to out-duel the gate only to stop short and draw Monell and Ciardi off the line and into the tapes. No penalties were imposed however, and on the restart Monell, McBride and Ciardi left the line simultaneously to enter turn one side by side. Exiting turn two McBride put the traction to the ground and gained an early lead before the end of lap one. Monell won a one-lap battle for second with Ciardi, who took third. A still-injured Mike Jones gathered in the fourth spot.

With Sunday's victory McBride has started another string of victories in Scratch racing at Champion Speedway. McBride has now won seven of the eight Scratch main events at the Owego track this year. Topping the Division Two Scratch main was Joe Veninsky.

Results

HDCP: 1. Lenny McBride; 2. Rick Secoolish; 3. Joel Monell; 4. Joe Veninsky; 5. Nick Ciardi.

SCRATCH: 1. Lenny McBride; 2. Joel Monell; 3. Nick Ciardi; 4. Mike Jones.

D-2: 1. Joe Veninsky; 2. Matt Otto; 3. Eugene Wilmarth; 4. Hiram Shaff.

Chancey streak ends at Clewiston MX

By Steve Bohn

CLEWISTON, FL, AUG. 22
Eddie Ray Jr. put on a fabulous show despite arriving late and missing the first youth class moto. Ray Jr. easily won both 250-500ccB class motos, getting big air over the finish line tabletop and doing one-handed clickers over the triples. Ray Jr.'s real challenge would come in the second youth class moto where Chad Chancey and his 500cc Honda were waiting. Chancey had already won the first moto, which Ray Jr. missed, and had won every moto he'd ever entered at Club Motosport MX Park. At the start of the second Youth moto all eyes were on Chancey and Kawasaki 250-mounted Ray Jr. Ray Jr. pulled the holeshot, with Chancey emerging second, and the battle was on. Ray Jr. almost immediately put about fifteen bike lengths on Chancey and looked good out front. Chancey remained cool and confident knowing he had the speed, and by the halfway point had pulled to within a bike length of Ray Jr. Chancey was now within striking distance, and began to pressure Ray Jr. As the two riders entered CM-MX's great equalizer, a 110 degree right-handed off-camber turn, Ray Jr. went down. He quickly recovered, but Chancey was gone with a five-second lead. Ray Jr. was on the gas, however, charging hard and cutting Chancey's lead to two seconds as the white flag came out. With one lap to go, it looked as if Chancey would keep his win streak alive. It wasn't to be though as Chancey went down over a slow right hand sweeper jump only half a lap from the finish line, and sprained his ankle in the process. Chancey was able to remount and finish the moto in second, preserving his class win streak if not his moto win streak.

Ray Jr. and Chancey weren't the only ones putting on a good show, as Jeremy Shuttleworth flew to victories in the Mini-B and Mini-Feature class races. Stephen Britt was another double class winner with 3-1 moto finishes to take the overall in the Schoolboy class and 6-2 finishes to win the 125cc Beginner class.

Results

P/W: 1. Travis Britt (Hon); 2. Taylor Butler (Yam); 3. Jamie Harker (Yam).
MINI B: 1. Jeremy Shuttleworth (Yam); 2. Karsten Butler (Kaw); 3. Troy Bahn (Hon); 4. Branden Butler (Suz).
MINI C: 1. Chad Sanden (Suz); 2. Darren Fortin (Suz); 3. Dennis Kelley (Kaw); 4. Jimmy Wolfe (Hon); 5. Paul Anthony (Kaw).
MINI FEA: 1. Jeremy Shuttleworth (Yam); 2. Karsten Butler (Kaw); 3. Darren Fortin (Suz); 4. Dennis Kelley (Kaw); 5. Paul Anthony (Kaw).
60: 1. Darren Fortin (Kaw); 2. Paul Anthony (Kaw); 3. Sean Coenen (Kaw); 4. Drew Kain (Kaw); 5. Keith Johnson (Kaw).
YTH: 1. Chad Chancey (Hon); 2. Forrest Butler (Hon); 3. Eddy Ray Jr. (Kaw).
SCHBY: 1. Stephen Britt (Suz); 2. Justin Coenen (Suz); 3. Dan Newberry (Kaw); 4. Curtis Sanden (Suz).
125 BEG: 1. Stephen Britt (Suz); 2. Art Evans (Hon); 3. Dan Newberry (Kaw); 4. Dean Arscott (Hon); 5. Mark Dew (Hon).
125 B: 1. Forrest Butler (Kaw).
125 C : 1. Craig Nugent (Suz); 2. Gustavo DeYcaza (Yam); 3. Mickey Darling (Hon); 4. Justin Coenen (Suz); 5. Eric Clune (Hon).
250/500 BEG: 1. Mark Greene (Hon); 2. Jim Osron (Yam); 3. Dana Gaines (Yam).
250/500 B : 1. Eddy Ray Jr.(Kaw); 2. Gary Kaptak (Mai).
250/500 C: l. Ron Nelson (Hon); 2. Matt Kippenberger (Hon).
30+: 1. Jim Squire (Hon); 2. Pat Nicolini (Hon); 3. Mike Keevers (Kaw).
35+: 1. Jim Squire (Hon); 2. Greg Bobka (Hon); 3. Pat Nicolini (Hon).
40+: 1. Ray Butler (Kaw); 2. Vaughn Spangler (Yam); 3. Ron Stone (Kaw); 4. Herb Doan (Yam); 5. Tom Nicholson (Suz).

Elam awesome at Wausau MX

By Mike Williams

WAUSAU, FL, AUG. 29
While Hurricane Emily was gathering strength in the Atlantic, Eric Elam was leveling the competition at Wausau Motocross. Elam made the long trip from Selma, Alabama, to give the rest of his 125cc C class competitors a riding clinic.

As the gate dropped, Kevin Cagle nailed the holeshot and led the opening circuit. Elam, biding his time, made a textbook perfect inside-outside pass just before the "Ant Hill," only to drop his bike two corners later when he cross-rutted in a tight right-hander. Cagle inherited first place only to have Lee Johnson pass for the lead. Shortly after, Cagle went down as did Jason Pyles. Through all this, Elam methodically worked his way back into second. Elam began to pressure Johnson for the lead with Johnson nearly going down in the whoops. As the white flag came out, Elam passed Johnson on the finish line jump to take the lead and the moto win.

As moto two began, rain began falling hard. Elam took the lead out of the first turn, and for all practical purposes, the race was over. Johnson held Elam's pace initially but began to fall back as Elam attacked the track, riding cool, calm and collected. Johnson and Cagle finished 2-3 as they did in moto one with Craig Craft and Layne Wiggins rounding out the top five.

Byron Sheffield came out on top of a wild free-for- all in a very competitive 250cc C class

California Trail Rides Presents the 4th Annual

CYCLE NEWS® Dual Sport Jamboree

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Sunday October 3, 1993

Open to street Legal Dual Sport Bikes Only. Spark Arrestor Required.

COURSE DESCRIPTION:
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A great ride for novice and experienced riders alike!

FREE Chili Feast
Free Chili Feast Saturday Night for All Entrants, courtesy of Cycle News. Entry also includes T-Shirt and automatic chance to win a new Suzuki DR350S in the California Trail Rides Series drawing at this event.
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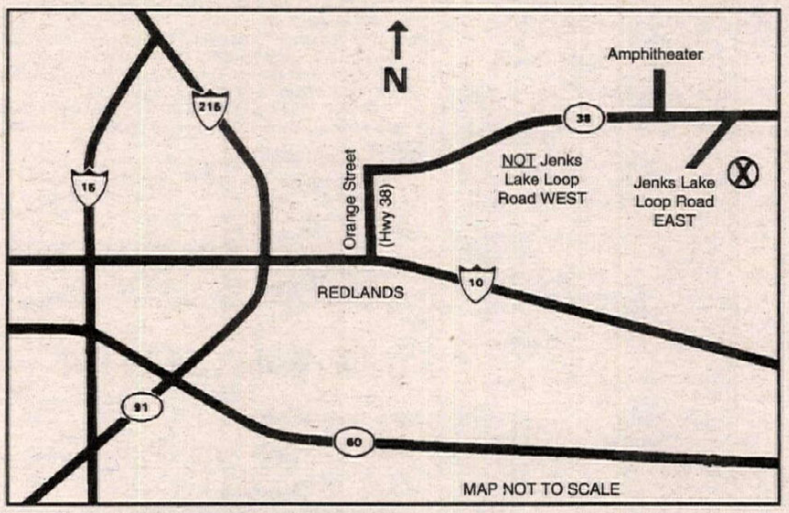

Come up and enjoy the entire weekend! We'll be gathering on Saturday in the group camping area (no water or hookups) off East Jenks Lake Loop Road in the Barton Flats area. Hiking, fishing and other outdoor activities are nearby. Porta-potties are in place.

The permitted area is located in the San Bernardino National Forest; event will be operated on a non-discriminatory basis.

No unlicensed, non-street legal riding allowed in campground.

Start time for the CYCLE NEWS Dual Sport Ride is 7:00 to 9:00 a.m., Sunday, October 3.

Roll charts provided. Bring your roll chart holder. Navigation by mileage..

Entries are limited! Mail Entry Recommended

Entry Fees Mail: $30
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Passengers ride FREE! Bring a friend, kid, spouse or pet.
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EVENTS

Ryan Erickson (75) grabbed the holeshot in the 85cc class at the Spring Hill MX.

Bob Gabler (1) bested the 250cc Expert and Open Expert classes at the Carlsbad ST.

race. The 10-man moto featured close racing throughout the field. Trey Kneece sliced his way towards the front of the pack after a bad start. Kneece climbed as high as third before going down in the whoops while trying to pass Sheffield for second. Sheffield pulled up on leader Jeff Davis on the last lap and then shadowed Davis, finally making a pass stick for the lead two corners before the finish. Davis hung tough to finish second with Ed Knapp slicing and dicing up to third on his big Husky thumper.

In moto two Randy Morris performed another of his patented holeshots with Sheffield close behind. Sheffield parked on Morris' rear fender and then powered by for the lead. Knapp was the next to zap Morris as the lead three pulled away from an intense battle between Kneece and Wacky Pratt. Sheffield turned it up a couple of notches then lit the afterburners and cruised all alone out front for the moto win and overall. Knapp finished a strong second for second overall as Morris and Scott Rhodes finished third and fourth, respectively. Kneece came out on top of his battle with Pratt for fifth.

Results

P/W STK: 1. Bubba Pratt (Yam); 2. Buck Hartzog (Suz); 3. Bruce Ward (Yam); 4. Shawn Patterson (Yam); 5. Cole Boutwell (Yam).

P/W MOD: 1. Jordan Peeples (Kaw); 2. Jessica Patterson (Kaw); 3. Rodney Allen (Kaw); 4. Laura Roof (Kaw).

80 B: 1. Jon Simmons (Kaw); 2. Nick Morris (Yam); 3. Ronnie Ramiscal (Yam); 4. Bryan Sapp (Kaw); 5. Daniel Young.

80 C: 1. Brian Young; 2. Jordan Peeples (Kaw); 3. Curt Ward (Hon); 4. Colleen Roof (Yam); 5. Nick Thomas.

125 B: 1. Eric Miles (Kaw).

125 C: 1. Eric Elam (Kaw); 2. Lee Johnson (Suz); 3. Kevin Cagle (Hon); 4. Craig Craft (Hon); 5. Layne Wiggins (Hon).

250 B: 1. Ziggy Wood (Hon); 2. Ken Rohde (Hon).

250 C: 1. Byron Sheffield (Kaw); 2. Ed Knapp (Hus); 3. Trey Kneece (Hon); 4. Jeff Davis (Kaw); 5. Scott Rohde (Suz).

VET B: 1. Goober Carter (Yam).

VET C: 1. Roy Dean (Yam); 2. Randy Morris (Kaw); 3. Randy Bevis (Kaw).

40+: 1. Chuck Sapp (Kaw); 2. Rock Godfrey (Kaw); 3. Larry Brinkly (Kaw).

OPEN D: 1. K.C. Henderson (Yam); 2. Philip Wilkinson (Kaw); 3. Mark Aniles (Hon); 4. John Mitchell (Yam); 5. Buddy Miller (Kaw).

PRO: 1. Ricky Palmer (Hon); 2. Chris Craft (Hon); 3. Tim Stokes (Yam).

SPTSMN: 1. Bruce Allen (Kaw); 2. Rick Thomas (Kaw); 3. Steve Tomicich (Hon).

Frost turns up heat at Spring Hill MX

By Steve Kelley

SOUTH BERWICK, ME, AUG. 15

AMA racer and New England Mini-Cycle Association (NEMA) point leader Ray Frost took both the 125cc Advanced and 125cc Open classes at the Spring Hill motocross track.

In the 125cc Open class there was fierce competition between Frost, John LaRoche, and Michael D'Amore. Frost, a 17 year old honor student, completely dominated both the 125cc classes. In the Open race, Frost nabbed the holeshot and throttled out front, avoiding the crash at the exit of turn one which snared three riders. By the fifth lap, Frost was already lapping slower riders and had a very respectable lead over second-place finisher John LaRoche. Frost went on to win the class.

In the 85cc class, Dan Pepoon, second in the NEMA points standings behind Ryan Erickson, got off to a slow start in the second moto, and spent the remainder of the race working his way up through the pack. Erickson got the holeshot this race, and after a two-lap battle with Dan Lajoie, stretched his lead. By the fourth lap, Pepoon had muscled into fourth. By the fifth lap, Pepoon had pulled in behind second place Lajoie. Pepoon put the pressure on Lajoie for the next two laps, but missed the turn before the start/finish line. Although Pepoon quickly returned to the track, he lost ground to the leaders and had to settle for third.

Results

MINI STK: 1. Jacob Morrison; 2. Tim Bernier; 3. Mike Digioia; 4. Jamie Johnson; 5. Mike Bieuschied.

MINI MOD: 1. James Douglas; 2. Billy Mercy; 3. Brooks Gagnon.

65 NOV: 1. Tim Bernier; 2. Trenton Estes; 3. Jacob Morrison; 4. Michael Kuchy; 5. James Eldeb.

65 J/A: 1. Paul Veracka; 2. Cooper Friend; 3. Brandon Husnander; 4. Ryan Meek; 5. Mike Veracka.

UNDER 85 NOV: 1. Mike Veracka; 2. Brandon Husnander; 3. Ryan Mack; 4. Greg Webster.

85 NOV: 1. Keith Partridge; 2. Bobby Edwards; 3. Brian Couture; 4. Matt Prouin; 5. Alan Laurence.

85 J/A: 1. Paul Veracka; 2. Chris Dunham; 3. Shawn Lavoie; 4. Cooper Friend.

105 OPEN: 1. Dan Pepoon; 2. Keith Partridge; 3. Jay Patterson; 4. Brian Coutre; 5. Jeremy Lovejoy.

125 NOV: 1. Timothy Oemeke; 2. John LaRoche; 3. Jason Shute; 4. David Peters; 5. Zeb Clough.

125 J/A: 1. Raymond Frost; 2. Anthony Errat; 3. Rich Vrama; 4. Michael D'Amore.

125 JR: 1. Anthony Errato; 2. Rich Vrama; 3. Michael D'Amore.

125 OPEN: 1. Ray Frost; 2. John LaRoche; 3. Michael D'Amore; 4. Jason Shute.

P/G: 1. Gerry Suprenet; 2. Richard Pierce; 3. Bill Murphy; 4. Doug Gagnon; 5. Bernie Hemenway.

VET: 1. Gary Kuchy; 2. Mark Husnander; 3. Dave Veracka; 4. Mathew Willis; 5. Keenan Hibbard.

Key wins Lodi ST

By Mindyz Mac

LODI, CA, AUG. 21

Lodi Cycle Bowl's short track season is winding down, but the race action is as hot as ever. Mark Key blitzed a very competitive Pro class, having to work his way to the front after a bad start.

Action in the 250cc C class started out with Zane Ohara and Paul Guteirez coming off the line together and leading the pack going into turn one. As the riders exited turn two it was Ohara in the lead followed by Guteirez and Geremy Rackley. By lap three Rackley had passed Guteirez and started to reel in the leader. By the halfway mark, Justin Hermski and Craig Gonzales both passed Guteirez out of turn four. Meanwhile, up front Rackley was trying every move to get by Ohara, but he couldn't make a pass. As the riders crossed the finish line to take the checkered flag it was Ohara taking the win over Rackley, Hermski, Gonzales and Guteirez.

In Open A racing Mike Gresham pulled the holeshot, chased by Billy Martin and Rob Damron. On lap two Martin lost his front end and hit the dirt. Damron, having nowhere to go hit Martin's bike, causing Damron to bail hard in turn four. Luckily neither rider was hurt and both were able to make the restart. On the restart it was Mark Key grabbing the holeshot this time around, with Ron Brown right on his rear wheel. Mike Gresham, who was charging hard from behind, took over the third spot by lap three. The race was very close as only inches separated all the riders in the class and there was lots of bumping as the riders fought for position. By the sixth lap, Key still led as Brown had to pull off the track with engine troubles, and just as he did, his engine caught fire but was quickly extinguished. This moved Gresham into second behind winner Key. Billy Martin finished third and Johnny Murphree fourth.

Results

P/W MOD A: 1. Daniel Jenkins (Yam); 2. Nickoles Moore (Yam); 3. Travis Foulger Martinez (Yam).

P/W STK C: 1. Charlie Morrison (Hon); 2. Bradley Hiler (Yam); 3. Mike Nail (Yam).

P/W STK A/B: 1. Daniel Jenkins (Yam); 2. Nickoles Moore (Yam); 3. Scott Meyer Hayward (Yam); 4. Duke Erickson (Suz).

60 C: 1. Travis Foulger (Kaw); 2. Nickoles Moore (Yam); 3. Brandon Inderbitzin (Kaw).

80 B: 1. Brandon George (Kaw); 2. Shawn Raggio (Kaw); 3. Aaron Cisco (Kaw); 4. Dusty Mendoza (Kaw); 5. Josh Ethrington (Hon).

80 A: 1. Toby Jorgensen (Hon); 2. Tyson Silva (Yam); 3. Andy Hansen (Hon); 4. Tony Souza (Kaw); 5. Jesse Dawson (Kaw).

WR 100: 1. Tami Quan (Rtx); 2. Michelle Lineaweaver (Hon); 3. Sandra Selva (Hon); 4. Michael Mountain (Hon); 5. Sarah Dreisbach (Yam).

250 C: 1. Zane Amaro; 2. Geramy Rackley (Yam); 3. Justin Hermesky (Yam); 4. Craig Gonzales (Yam); 5. Paul Gutierez (Yam).

250 B: 1. Kurtis Roberts (Hon); 2. Helder Alvernaz (Kaw); 3. Norick Abe (Kaw); 4. Davis Winters (C-A); 5. Jeff Gabhart (C-A).

VET B/C: 1. Ron Ashcraft (Yam); 2. Johnny Karnes (W-R); 3. Kenneth Mountain (Hon).

VET A: 1. Dave Bostrom (Rtx); 2. Stan Morris (Rtx); 3. Robert Grant (Yam); 4. Bob Meiring (H-D); 5. Chris Fischer (Rtx).

VINT: 1. Rob Damron (Yam); 2. Justin Hermesky (Yam); 3. Chris Marquis (Hon); 4. Ben Meyer (Yam).

OPEN C: 1. Steve Johnson (W-R); 2. Zachary Taylor (Yam); 3. Chris Marquis (Hon); 4. Ron Asheraft (Yam); 5. Johnny Karnes (W-R).

OPEN B: 1. William Luker (Hon); 2. Shaun Russell (W-R); 3. Gerald Tenret (Rtx); 4. Chris Fischer (Rtx); 5. Jeff Gabhart (W-R).

OPEN A: 1. Mark Key (W-R); 2. Michael Gresham (Rtx); 3. Billy Martin (Rtx); 4. Johnny Murphree (Rtx); 5. Eric Bostrom (Rtx).

PRO-AM: 1. Allan McClellan (W-R); 2. Cecil Short (Rtx); 3. Jim Poer (Rtx); 4. Robert Seay (Rtx); 5. Don Wilhite (Hon).

PRO: 1. Mark Key (W-R); 2. Ronnie Brown (Yam); 3. Michael Gresham (Rtx); 4. Andy Tresser (Rtx); 5. Rob Damron (Rtx).

Gabler grabs Carlsbad ST

By Jere Mayer
Photo by Suzzanne Voll

CARLSBAD, CA, AUG. 28

Gabler grabbed the holeshot in the 250cc Expert class heat number one. Barry Mayer was second off the line and dove side by side into turn one with Dennis Voll. Voll quickly passed Mayer and charged after Gabler, going high on the cushion, and trying to dive under in the turns. Voll could not get by Gabler. After a very close battle, it was Gabler, Voll and Mayer at the checkers.

Gabler nailed the holeshot once again in heat number two. Putting the pressure on Voll for the number two spot, Mayer made his move when Voll slipped off the groove. Gabler picked up the pace and charged for the win. Mayer held off Voll for second.

In the main event, Voll put his Kawasaki out front, but Gabler squirted by with a quick move on the inside. With the track worn to a single groove, it looked like it might be Gabler, Voll and Mayer. But with three laps to go, Mayer hooked up and blasted by Voll. It would be Gabler for the win, Mayer second and Voll third.

Gabler continued his winning ways in the Open Expert class. Gabler led the start of heat number one, with Bill Quinn sliding close behind. John DuPree was out at the start. Quinn never shut it off, but Gabler had a little more power out of the turns and rode to the checkered flag for the win. Quinn claimed second.

When the green flag dropped for heat number two, Gabler again led the charge to turn one. Working the low groove, Gabler forced DuPree up on the high groove while Quinn slipped into the third spot. As the laps wound down, DuPree dove under Gabler, slid high pushing Gabler to the wall, and finished first at the checkered flag.

The track was fast and smooth for the Main. DuPree grabbed the holeshot, leaving Gabler and Quinn to battle close behind. DuPree lost his pipe on lap five, and Gabler inherited the lead. With a quick fix to the pipe, DuPree rejoined the race one lap down. Chasing the field down, he slipped by Gabler to unlap himself, but the charge was too late. At the finish it was Gabler, Quinn and DuPree.

Results

250 EX: 1. Bob Gabler (Yam); 2. Barry Mayer (Yam); 3. Dennis Voll (Kaw).

OPEN EX: 1. Bob Gabler (Yam); 2. Bill Quinn (Yam); 3. John DuPree (Yam).

Eden endures Aztec Mx

By Mike Arnold

AZTEC, NM, AUG. 29

Warren Eden took a hard earned win in the 500cc Amateur class at the Aztec MX "August mudbath." Torrential rains moved into the area the week prior to the event and forced track operators Mike Arnold and Randy Farley to make drastic course changes. However, in the end, the races turned out to be the most exciting of the season.

Moto one of the 500cc Amateur class saw Eden pull the holeshot and attempt a breakaway. However, Yamaha-mounted Eddie Farley ran Eden down from behind and continued to pressure him right up until the checkered flag. When the checkers came out, it was Kawasaki-mounted Eden, Farley and John Petraszewski crossing the line in that order.

As Moto two shot out of the start, it was again Eden out in front. Farley immediately set up camp on Eden's rear fender and was intent on getting by. As the two screamed down the back straight Farley wheelied in an attempt to get by. Over the next two laps Farley worked the race track in an attempt to get by Eden. Finally, the two went side by side in the whoops. The pass looked inevitable, but Farley got out of shape and high-sided his borrowed YZ-490. Eden romped home the winner followed by Farley and Honda-mounted Petraszewski.

The 250cc Beginner class was the largest of the day. Overall honors went to Suzuki rider Luke Fennewald. Meanwhile, in the 250cc and 500cc Pro class Jules Farmer went uncontested to four moto wins. Farmer powered around the track in record time to collect the checkered flag.

Results

P/W BEG:

1. Jacob Roach (Yam); 2. Jeremy Farley (Suz); 3. Chester Onan (Itj).

60 BEG: 1. Jesse Hathcock (Kaw); 2. Kyle Roach (Yam).

80 BEG: 1. David Hathcock (Suz); 2. Ryan Clarence (Yam); 3. Chris Schmaltz (Kaw); 4. Chad Pino (Kaw); 5. Steve Martinez (Yam).

80 JR: 1. Ronnie Clark (Kaw); 2. B.B. Carter (Yam).

125 BEG: 1. Tommy Fields (Yam); 2. Ryan Onan (Kaw); 3. Jimmy Mahan (Kaw); 4. Mike Arnold (Yam).

125 JR: 1. Jerret Guillory.

250 BEG: 1. Luke Fennewald (Yam); 2. Randy Zenonion (Kaw); 3. Ray Amos (Suz); 4. John Petraszewski (Hon); 5. Josh Dystesund (Yam).

250 PRO: 1. Jules Farmer (Kaw).

500 AM: 1. Warren Eden (Kaw); 2. Eddie Farley (Yam); 3. John Petraszewski (Hon).

500 PRO: 1. Jules Farmer (Kaw).

NO PHOTO

Mayer manhandles I-96 HM

By Grace DiBenedetto

LAKE ODESSA, MI, AUG.28

Jack Mayer had the grooved half mile dialed in perfect despite his comment of not getting in enough practice, and he came from behind to capture the Pro-Am purse. Mayer then won the Combo class after a staggered restart on lap five put the competition a little closer to his rear wheel then he liked.

The final would see two restarts before the action got underway with an unhappy Pat Buchanan left on the starting line unable to start his finicky H-D. On the final flash of green Paul Kops would jump to the lead with Mark Wyskeil and Kirk Wirick hot on his tail. Mayer didn't put his plan into motion until after lap five. Coming from nowhere, Mayer picked off riders left and right. At the start of lap eight

Mayer had the field in hand, leaving Paul Kops scratching his helmet in desperation. Kops made one last dive for the checkers only to come out on the short end of the stick as starter Larry Schmid brought the flag down.

By the time the combo final got underway Mayer new every inch of the groove and put a few lengths on the pack until the red flag flew on lap six. Mayer quickly jumped out into the lead on the restart, regaining a comfortable lead by the time he hit the finish line.

Results

200: 1. Frankie Hitchcock (Kaw); 2. Allen Coleman (Kaw).

250: 1. Chad Davis (Suz); 2. Tim Ryan (Kaw); 3. Joel Rayment (Yam); 4. Luke Oliver (Hon); 5. David Dixon (Hon).

DTX: 1. Chad Davis (Suz); 2. Tim Ryan (Kaw); 3. Allen Coleman (Kaw); 4. Luke Oliver (Hon); 5. Jammie Ryan (Kaw).

400: 1. Lonnie Wadle (Yam); 2. Larry VanValkenberg (Yam); 3. John Love (Suz); 4. Simon Kelly (Bul); 5. Lawrence Kok (Suz).

500 B: 1. Jaramia Becker (Rtx); 2. Brian Hewson (Hon); 3. Randy Brady (Hon); 4.Chuck Smith (Yam); 5. Steve Barnett (Hon).

500 A: 1.Tim Danke (Yam).

OPEN: 1. Mike Kolenda (Rtx).

TW: 1. John Kolenda (H-D); 2. Don Bannerman (H-D).

VINT: 1. Mike Belliel (Yam); 2. Craig Breckon (Tri); 3. Dave Valiket (BSA); 4. Harry Bosely (Nor); 5. Chuck Kidd (Yam).

VET: 1. Mark Davidson (H-D); 2. Tim Danke (Yam); 3. Eugene Copeland (Rtx); 4. Tim Babka (Hon); 5. Mike Babka (Hon).

SR: 1. Skip Wertz (Tri); 2. Bill Wertz (Tri); 3. John Kolenda (H-D); 4. Jim Bauerle (Rtx); 5. Mark Froelich (Rtx).

PRO-AM: 1. Jack Mayer (W-R); 2. Paul Kops (ATK); 3. Kirk Wirick (Yam); 4. Mark Wyskiel (Hon); 5. Eugene Copeland (Rtx).

COMB: 1. Jack Mayer; 2. Kirk Wirick; 3. Mike Dickerson; 4. Dave Kolenda; 5. Paul Kops.

Eisenacher tames Talladega RR

By Bob Applegate

TALLADEGA, AL, AUG. 28-29

Local hot dog Billy Eisenacher turned in a weekend's worth of work to earn top prize money from AMA/CCS and Honda, earning points towards the year end Race of Champions Honda CBR Challenge Series Final. The young Atlanta rider is one of the top money earners in Honda's two-year-old CBR Challenge Series program, and he added another $1,050 to his '93 total with a win in the Unlimited Supersport race and a second in the Middleweight Supersport race.

Eisenacher left Gene Church to chase in the Unlimited class with Patrick Ludwig and Kevin Hunt in pursuit on CBR900s. Richard Perry rounded out the top five on a ZX7, netting $750 for the win. In Middleweight Supersport action Brian Gibbs jumped out in front only to be freightrained by Eisenacher and David Estok on lap six of the 12 lapper. Eisenacher gave it up to Estok on lap 10 when traffic came into play on the twisty 1.3-mile course. Estok obliged the spectators with a monster wheelie across the start finish line and all around the track on the cool-off lap.

Brian Gibbs relieved Kawasaki of $500 in contingency money after a convincing win in Heavyweight Supersport aboard his ZX7 with a gallant second place effort by Alabama's Patrick Ludwig on a Honda 600.

Todd Keesee continued his stranglehold on the Lightweight classes aboard his crisp running Yamaha FZR400 with wins in both Supersport and Superbike. Keesee may well be a triple regional champion among the Lightweight class riders at the season's end.

Paul Wight dropped in from Marietta Motorsports and proceeded to stomp the Middleweight GP class after Perry Melneciuc's Honda 250 seized. Melneciuc's good ride came in a flag-to-flag blast in Solo GTU Expert while Kent Wells out fasted amateurs John Blessed and Scott Briscoe. Wells doubled with a win in Middleweight Superbike.

GTO showed the same treatment from Max Autry who left Kevin Hunt to chase for second while he rode a perfect flag to flag race. Hunt put in a last lap effort to take the lead in the tight left hander at turn three but wound up over-cooking the entrance, running off the track and handing the win to Autry.

Typical August in Alabama weather (hotter 'n hell) brought Unlimited GP riders together for a pre-race meeting to vote on running the race its scheduled 19 laps. The vote was a tie with Race Director Tom Richardson casting the breaker to go the distance.

Eisenacher took a deep breath and a long drink of water and set out one more time on his Peachtree Performance/Barbara Crawford/Walt Schaefer/D&D Spectro/Dunlop/Factory-sponsored Honda CBR900. With the $1,000 purse split back through 10th, Eisenacher went for the $250 winners prize. Gene Church enjoyed one hot lap in the lead then Eisenacher hit the afterburner going onto the backside sweeper and never looked back. The win made Eisenacher the star of the weekend and top money earner with $1,300 to his credit.

Results

AM SOLO GTU: 1. Kent Wells (Hon); 2. John Blessed (Hon); 3. Scott Briscoe (Hon); 4. Chris Pauli (Hon); 5. Sean Kent (Hon).

EX SOLO GTU: 1. Perry Melneciuc (Hon); 2. Max Autry (Hon); 3. Eric Ashbaugh (Hon); 4. Shane Clarke (Yam); 5. Steve Housley (Hon).

AM SOLO GTO: 1. Rod Burr (Kaw); 2. David Olin (Suz); 3.

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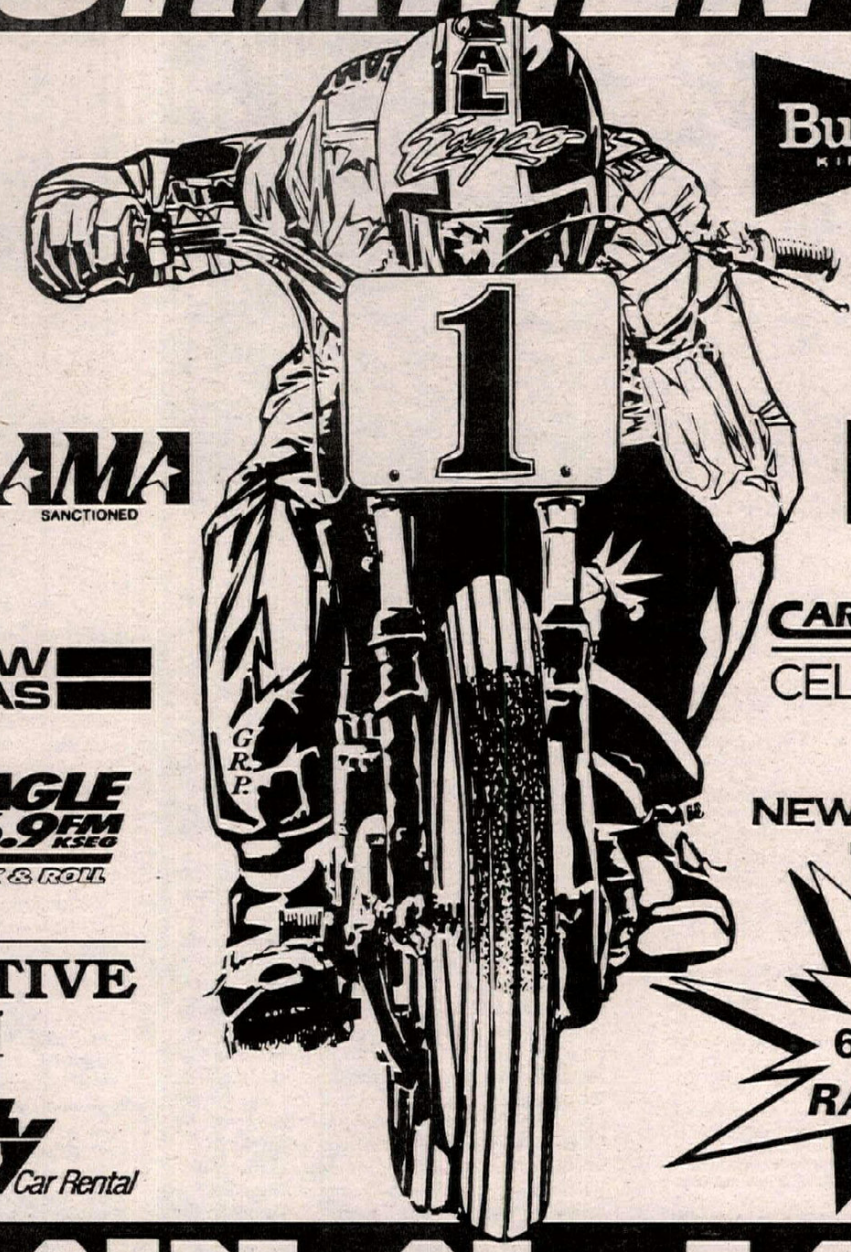

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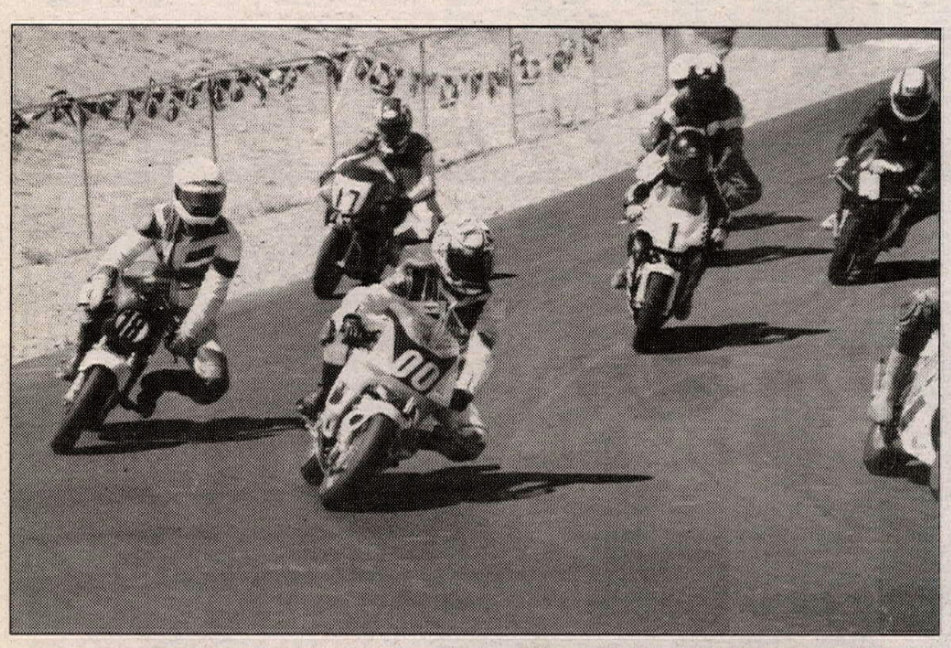
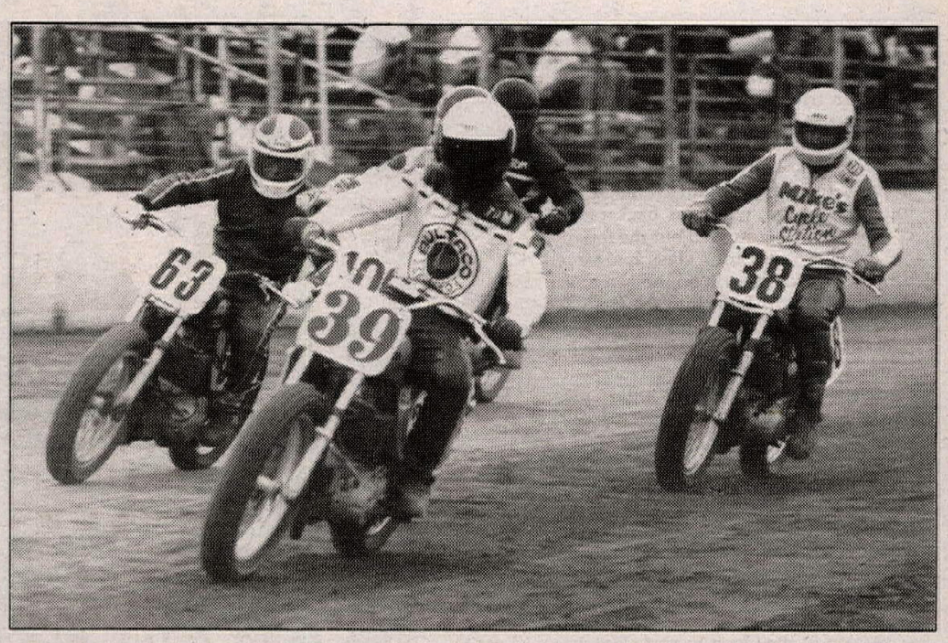


Sherri Lyons (00) raced with Gary Truex (18) and John Hopkins (1) in the Reno YSR RR.



Mike Babka (38) passed Tom Harper (39) and Gary Brennon (63) to win at I-96 Speedway.

Paul Sloane (Hon); 4. Timothy Hammitt (Suz); 5. Charles Todd Brank (Suz).

EX SOLO GTO: 1. Max Autry (Hon); 2. Kevin Hunt (Hon); 3. Frank Kinsey (Yam); 4. David Maly (Suz); 5. James Milroy Jr. (Suz).

AM L/W S/BK: 1. Dave Hardy (Yam); 2. Gregory Tickle (Yam); 3. Shawn Roedel (Hon); 4. Ian Lineberger (Yam); 5. Jeanne Garcia (Yam).

EX L/W S/BK: 1. Todd Keesee (Yam); 2.Robert Ault (Hon); 3. Shane Clarke (Yam); 4. Dan Fullerton (Yam); 5. Steve Housley (Kaw).

AM M/W S/BK: 1. Kent Wells (Hon); 2. John Blessed (Hon); 3. Scott Briscoe (Hon); 4. Steve Reker (Hon); 5. John Oliver (Hon).

EX M/W S/BK: 1. Richard Vanderwerken (Hon); 2. Eric Ashbaugh (Hon); 3. Steve Housley (Kaw).

AM H/W S/BK: 1. Jonathan Bolton (Suz); 2. David Olin (Suz); 3. Timothy Hammitt (Suz); 4. John Blessed (Hon); 5. Rod Burr (Kaw).

EX H/W S/BK: 1. James Milroy Jr. (Suz); 2. Richard Perry (Kaw); 3. Donald Ryan (Suz); 4. Paul Wright (Hon); 5. Davis Maly (Suz).

EX L/W S/TW: 1. Pierre Lacasse (Hon); 2. Steve Housley (Kaw); 3. Antony Lineberger (Kaw).

AM H/W S/TW: 1. Eric Moucatel (Duc); 2. Billy George (Duc).

EX H/W S/TW: 1. Douglas Gross (Duc); 2. Steve Housley (Kaw); 3. Pierre Lacasse (Hon).

AM SPTSMN: 1. Dave Hardy (Yam); 2. Joe Jamison (Yam); 3. Carl Anderson (Yam); 4. J.B. Balko (Hon).

EX SPTSMN: 1. Robert Ault (Hon); 2. Kevin Brown (Yam); 3. Morris Foor (Yam); 4. Antony Lineberger (Kaw); 4. James Murphy (Yam).

U/L SS: 1. Billy Eisenacher (Hon); 2. Gene Church (Hon); 3. Patrick Ludwig (Hon); 4. Kevin Hunt (Hon); 5. Richard Perry (Kaw).

AM H/W SS: 1. David Olin (Suz); 2. Ronnie Vunkannon (Suz); 3. Scott Briscoe (Hon); 4. Steve Reker (Hon); 5. Larry Dodson (Hon).

EX H/W SS: 1. Brian Gibbs (Kaw); 2. Patrick Ludwig (Hon); 3. Mike Reed (Kaw); 4. Ernie Kicklighter (Kaw); 5. Richard Perry (Kaw).

AM M/W SS: 1. Steve Reker (Hon); 2. Scott Briscoe (Hon); 3. Paul Sloane (Hon); 4. Larry Dodson (Hon); 5. Chris Pauli (Hon).

EX M/W SS: 1. David Estok (Hon); 2. Billy Eisenacher (Hon); 3. Patrick Ludwig (Hon); 4. Mike Reed (Hon); 5. Brian Gibbs (Hon).

AM L/W SS: 1. Shawn Rodel (Hon); 2. Ian Lineberger (Yam); 3. Richard Hulsey (Yam); 4. Jeff Abels (Kaw).

EX L/W SS: 1. Todd Keesee (Yam); 2. Dan Fullerton (Yam).

AM M/W GP: 1. John Blessed (Hon); 2. Scott Briscoe (Hon); 3. Paul Sloane (Hon); 4. Chris Pauli (Hon); 5. Rick Narup (Yam).

EX M/W GP: 1. Paul Wright (Hon); 2. Richard Vanderwerken (Hon); 3. Perry Melneciuc (Hon); 4. Todd Kesee (Yam).

AM L/W GP: 1. Gregory Tickle (Yam); 2. Mike Upchurch (Yam); 3. Joe Jamison (Yam); 4. Ian Lineberger (Yam); 5. Jeanne Garcia (Yam).

EX L/W GP: 1. Perry Melneciuc (Hon); 2. Drew Lincoln (Yam); 3. Todd Keesee (Yam); 4. Steve Housley (Kaw); 5. James Murphy (Yam).

U/L GP: 1. Billy Eisenacher (Hon); 2. Gene Church (Hon); 3. Patrick Ludwig (Hon); 4. Kevin Hunt (Hon); 5. Max Autry (Hon).

Matsuda, Shimizu banzai Reno RR

By Al Lyons

RENO, NV, AUG. 27-29

The California Mini Road Race Association attracted riders from Japan, Canada and all over the United States for the first YSR International Challenge Championships.

Yoshiyuki Matsuda and Kagayaki Shimizu, riding for Moriwaki Engineering and Race Team in Japan made the long trip to specifically compete against the best mini road racers in the world and it paid off as the two won the endurance portion of the event.

Competing on Moriwaki-prepared MH80R's which have never been raced in the United States, the two Japanese riders who are used to full length road race courses adapted quickly to the half-mile track and dominated the special two-hour endurance race on Friday afternoon, completing 196 laps. Second place went to Jose Solis and Erick Aquilar, who completed 191 laps. Riding a stock YSR, the first 50cc team of Todd Molnar and Mike Anthony placed 4th overall, completing 164 laps.

Ten lap sprint races were scheduled for Saturday and Sunday except for Pro's (15 laps). Chris Ulrich swept the Beginner Modified Production and Formula 50 classes by posting six wins over the two days for the overall title.

In the Womens division, Donna Richert, riding for Southwest Motorsports, completely ran away with all three heats. Second place went to Sherri Lyons and third went to Johanna Marshall. Competing against women wasn't enough for Richert as she also placed second overall in Amateur Stock, fourth in Amateur Modified Production and fifth in the Amateur Formula 50 classes.

Eight riders lined up on the grid for one of the fastest races of the event, the 80cc G.P. class. The battle was on between J.R. Hess and Yoshiyuki Matsuda. Matsuda and Hess provided some of the tightest racing of the weekend. In the first heat it was Matsuda making a daring pass on the last lap and edging out Hess by inches at the checkered for the win. In the second heat it was Hess who demonstrated to Matsuda how to do it. In the third and final heat J.R. Hess really turned on the throttle and went on for the win and the overall title, putting Matsuda second and Curtis Fletcher in third.

In the Pro Stock class it was Ross Elliot Smith who walked away with the first place gold followed by Rod Fee and Tommy Hickman. In the Pro Modified Production class it was again Smith taking the win, but not without serious challenge from Kevin Sheafer and Tommy Hickman. At the checkered it was Smith, Hickman, Sheafer and Paul Betting.

In the Pro Formula 50 class it was Rod Fee all the way, taking three wins.

Results

BEG STK: 1. Kim Adamson; 2. Johanna Marshall; 3. Bill Kim; 4. Dale Armstrong.

BEG MOD PROD: 1. Chris Ulrich; 2. John White; 3. Dale Armstrong; 4. David Kateley; 5. Chuck Cruz.

BEG F-50: 1. Chris Ulrich; 2. Michael Anthony; 3. Bill Kim; 4. Johanna Marshall.

AM STK: 1. Ray Ossenkop; 2. Donna Richert; 3. John Hopkins; 4. Kevin Allen; 5. Mark McCord.

AM MOD PROD: 1. John Hopkins; 2. Kevin Sheafer; 3. Todd Molnar; 4. Donna Richert; 5. Stephen Gort.

AM F-50: 1. Maurice Daroy; 2. John Hopkins; 3. Kevin Sheafer; 4. Jeffery Green; 5. Donna Richert.

WMN: 1. Donna Richert; 2. Sherri Lyons; 3. Johanna Marshall.

VET 30+: 1. Ray Ossenkop; 2. Mark McCord; 3. Brian Jackson; 4. Kevin Allen; 5. Bob Vizcarra.

80 GP: 1. J.R. Hess; 2. Yoshiyuki Matsuda; 3. Curtis Fletcher; 4. Tommy Hickman; 5. Erick Aquilar.

PRO STK: 1. Ross Smith; 2. Rod Fee; 3. Tommy Hickman; 4. Chris Rogers; 5. Brian Jackson.

PRO MOD PROD: 1. Ross Smith; 2. Tommy Hickman; 3. Kevin Sheafer; 4. Paul Betting.

PRO F-50: 1. Rod Fee; 2. Tommy Hickman; 3. Ross Smith; 4. Brian Jackson; 5. Maurice Daroy.

Harris hauls to Cycleland MX win

By Michael Rich

CHICO, CA SEPT. 3

Chico Motorsport-sponsored Nikki Harris, the "Girl Wonder" of Cycleland Speedway, came out and spanked the bad boys in the 80cc Junior class by taking the win at the ninth round of the Summer Mountain Bike Giveaway Series.

In the first 80cc heat race, Harris and Evan Laughridge gave the large spectator crowd a preview of things to come as they banged bars for the entire five-lap race with Harris taking a slim victory. The second heat ran true to form with Kyle Garner pulling out a big lead and cruising to an easy win.

As the gate dropped on the main, it was Novice rider Matt Suder pulling the rest of the field down the starting straight and powering into the early lead. Laughridge was able to move into second place with Harris and Garner close behind. As the riders completed the first lap, Sluder slid out in a muddy corner. This allowed Laughridge to move into the lead. However, try as he might, he could not shake Harris. Harris would close in on Laughridge in the tight infield section of the track only to have Laughridge reestablish his advantage on the long back straight.

Harris waited until the fourth lap to make her move. As the two leaders set up for the turn before the rockers Harris shot to the inside, then drifted wide to momentarily take the lead from Laughridge. But Laughridge would have none of it. In the next big berm, he ran in hard on Harris and forced her off the track. After regrouping, Harris fought her way back to Laughridge's rear fender. Laughridge seemed unaware that Harris was charging after him, and when the pass came over one of the monster doubles, Laughridge was left shaking his head with surprise. With just five laps left, Harris pinned the throttle and opened up a small lead that she would never relinquish. Laughridge was never able to recover enough to mount a serious challenge. In fact, with one lap remaining, Laughridge came under attack from Garner. Laughridge was able to hold on, however. At the finish, Harris took the win with Laughridge taking second and Garner in third.

The 125cc main was dominated by Junior rider Dylan Blackwell. Off the start, Blackwell took the lead with a pack of Novices in hot pursuit. Sam Deluca muscled his way past Richard Felix and Darrell Valasek and into the lead of the Novice race. Blackwell immediately moved away from the rest of the field while Deluca put some distance on Felix and Valasek. At midrace Deluca got out of shape on a small tabletop, hit the next jump off-balance, went over the bars and onto the ground hard. While he was getting medical attention, Blackwell rode to an easy win. Felix was able to hold off Valasek to finish second and first among the Novices.

Results

P/W: 1. Brandon Powell (Yam); 2. Adam Smithes (Yam); 3. Darren Nye (Yam).

60 JR: 1. Chris McAvoy (Kaw); 2. Eri Nye (Kaw).

60 NOV: 1. Daniel Fowler (Kaw); 2. Sara Garner (Kaw); 3. Seth Harris (Kaw).

80 JR: 1. Nikki Harris (Yam); 2. Evan Laughridge (Yam).

80 NOV: 1. Chris McAvoy (Kaw); 2. Jesse Smith (Kaw); 3. Matt Sluder (Suz).

125 PRO: 1. Lowell Moural Jr. (Hon); 2. Tom Odekirk (Hon).

125 JR: 1. Dylan Blackwell (Hon).

125 NOV: 1. Richard Felix (Yam); 2. Darrell Valasek (Yam).

250 PRO: 1. Lowell Moural Jr. (Hon).

250 INT: 1. Chris Verboom (Hon).

250 JR: 1. Mark Cooper (Hon).

250 NOV: 1. Kenny Bellamy (Suz); 2. Wayne Peters (Hon).

OPEN NOV: 1. Japers Waters (Yam).

OT: 1. Bill Kopping (Yam); 2. Burt Cooper (Hon); 3. Max Sands (Kaw); 4. Chuck Bogard (Yam).

(Hon).

Breckon quick at I-96 Vintage HM

By Grace DiBenedetto
Photo By Gordon DeVries

LAKE ODESSA, MI, AUG. 28

Dinosaurs invaded Michigan when the American Historic Racing Motorcycle Association brought its Dirt Track Series to the blue-grooved half mile at I-96 Speedway. Three categories comprised of six classes were offered. Promoter Craig Breckon of Royal Racing Vintage Promotions took a page from the Ronnie Jones book of promoting, that is own the show and win all your races. Breckon topped the field in the Dinosaur class aboard his 1951 Matchless G80CS. Chasing Breckon all over the track was Leo Anthony Jr., son of the famed early flat track legend Leo Anthony, riding a 1947 WR Harley- Davidson . Breckon's mount lived up to its name, parting company with Anthony and a pack of WR H-D's before the halfway mark .

The promoter scored another victory as he watched Mike Babka grab the checkered flag aboard the Royal Racing-owned 1971 B50 BSA. In heat one Babka dove to the bottom of the groove out of the hole bringing Canadian rider William Harrett with him. Barrett took his 1970 Trackmaster Twin Triumph 500 up off the groove and into the soft clay several times in an effort to pass the BSA, but his efforts fell short each time. Just before the white flag fell, the BSA began to spit and sputter, and as they came around turn three the final time the entire exhaust system fell off. Babka's strategy at that point was to gas it to the checkered flag and hope as Craig Breckon stated that the "Bitch didn't Stop Again," (Breckon's acronym for his BSA).

The final saw Harrett blow out of the hole leading the field down the back stretch while Babka and another BSA rider, Dave Valiket, tucked down looking to catch a draft. Lap one was Valiket's, as he challenged Harrett up high taking over the lead coming out of turn three. The halfway point would see Babka fake a high outside pass then switch to the low side and draft passed Valiket on the backstretch. Harrett followed Babka around Valiket and the chase to the checkered flag was on. Harrett matched the BSA in the corners but couldn't match it down the front stretch. As the checkered flag fell Harrett found himself close enough to beat only the long cast shadow of Babka and the B50.

Skip Wertz outdistanced the competition with his Sonic-framed 1963 Triumph Twin 500 in the Classic Vintage 500cc-700cc class. Illinois rider John Phillips picked up second aboard a 1957 BSA Gold Star while Rusty Lowry, who was riding the Bob Hoh-owned 1958 KR 750, picked up third.

First Klass Glass's Jack Warren captured first place wood with his 750cc Triumph in the Modern Vintage Open class. The entire trophy contingency was won by the locals as Jerry Sulek finished second, Skip Wertz third, Mike Belliel fourth, and Kerry Klug fifth.

Results

DINO VINT: 1. Craig Breckan (Mat); 2. Leo Anthony Jr. (H-D); 3. Bernie Breece (H-D); 4. Brian Haenlein (H-D).

CLC VINT: 1. Skip Wertz (Tri); 2. John Phillips (BSA); 3. Rusty Lowry (H-D); 4. Craig Breckon (BSA); 5. Dave Valiket (Mat).

MDRN VINT 250: 1. Blake Wilson (Hon); 2. Peter Wajda (Hon); 3. John Blackstock (Yam).

MDRN VINT 251-600: 1. Mike Babka (BSA); 2. William Harrett (Tri); 3. Dave Valiket (BSA); 4. Gary Brennon (Tri); 5. Tom Harper (BSA).

MDRN VINT OPEN: 1. Jack Warren (Tri); 2. Jerry Sulek (Tri); 3. Skip Wertz (Tri); 4. Mike Belliel (Yam); 5. Kerry Klug (BSA).

Bostrom blasts Lodi ST

By Mindyz Mac

LODI, CA, AUG. 28

Eric Bostrom showed the rest of the pros the way to the checkered flag at the Pioneer- promoted short track at the Lodi Cycle Bowl on Saturday night. Bostrom nabbed the holeshot at the start of the race and led wire to wire to earn the win in a very competitive class. Mike Gresham pressured Bostrom for the first few laps but ended up with his hands full as he tried to hold off the hard-charging Bryan McDowell.

Bostrom took advantage of the duel for second and powered away to a five bike-length lead. Gresham tried hard to keep charge of second place but McDowell was able to get by on the last lap to take the spot away from him. Rob Damron, who had been running fifth, was able to work his way by Paul Iwanaga to finish in fourth. Iwanaga, who was back racing after a couple years off, rounded out the top five.

The Pee Wee Stock class had seven riders dicing it out for the win on the 1/8 mile oval Pee Wee track that is built into the center of Lodi's famous 1/4 mile oval. Charlie Morrison led the pack off the line but was quickly passed by Jimmy Crandall and Bradley Hiler as the riders completed the first lap. The riders played "follow the leader" for the rest of the race as Crandall took the win followed across the line by Hiler and Kristopher Pullos.

Sammy Sabedra continued to shine in the Open C class as he pulled off a win over Steve Johnson and Paul Brown. Sabedra rode a smooth race, leading from start to finish. Brown, who rides a Yamaha, held down second for half the race until Johnson made a pass to take the second place honors away from Brown.

Action in the Open Expert class was all Rob Damron, who after the Pro Expert race went back to the pits to make adjustments to his bike, then came back and scored an impressive win over second-place finisher Bryan McDowell. McDowell rode right on the rear wheel of Johnny Murphree, who held down second place until the ninth lap when McDowell edged his way inside of Murphree as the pair raced into turn three. With only three laps to go Damron enjoyed a comfortable lead over McDowell as he took the win and continued to defend his black plate number one title. Billy Martin finished third as he was able to pass Murphree, who had been trying to overtake McDowell but slipped high, letting Martin by.

Results

P/W STK A/B: 1. Daniel Jenkins (Yam); 2. Scott Meyer (Yam).

P/W STK C: 1. Jimmy Crandall (Suz); 2. Bradley Hiler (Yam); 3. Kristopher Pullos (Suz); 4. Nicholas Dunn (Yam); 5. Mike Nail (Yam).

P/W MOD A: 1. Travis Foulger (Yam); 2. Daniel Jenkins (Yam).

60 C: 1. Brandon Inderbitzin (Kaw); 2. Travis Foulger (Kaw).

80 B: 1. Shawn Raggio (Kaw); 2. Brandon George (Kaw); 3. Aaron Cisco (Kaw).

80 A: 1.Tracy Dawson (Kaw); 2. Andy Hansen (Hon); 3. Toby Jorgensen (Hon); 4. Tyson Silva (Yam); 5. Mickey Lane (Suz).

WR 100: 1. Tami Quan (Rtx); 2. Michelle Lineaweaver (Hon); 3. Sandra Selva (Hon); 4. Michael Mountain (Hon).

250 C: 1. Justin Hermesky (Rtx); 2. Zane Amaro; 3. Geramy Rackley (Yam); 4. Paul Gutierez (Yam); 5. Richard Dayton (Yam).

250 B: 1. Kurtis Roberts (Hon); 2. Helder Alvernaz (Kaw); 3. Steven Hlebo (Hon); 4. Davis Winters (C-A); 5. Rolf Greenhill (Hon).

VET C: 1. Bryan Bergen (Yam); 2. Ron Ashcraft (Yam); 3. Richard Arnold (Suz); 4. Joe Castagna (Rtx); 5. Dennis Cameron.

VET B: 1. Dan Feldhaus (Rtx); 2. Larry Thurman (Yam); 3. Steve Gardner (Yam); 4. Bud Riddle (Hon).

VET A: 1. Robert Grant (Hon); 2. Dave Bostrom (Rtx); 3. Gordon Rudy; 4. Robert Meiring (H-D); 5. Tim Wallace (Rtx).

VINT C: 1. Bryan Bergen (Yam); 2. Chris Marquis (Hon); 3. Justin Hermesky (Yam); 4. Craig Gonzales (Yam).

VINT A/B: 1. Rob Damron (Yam); 2. Jeff Gabhart (Hon); 3. Robert Meiring (Tri); 4. Greg Riddle (Yam); 5. Roger Hamilton (Yam).

OPEN C: 1. Sammy Sabedra (Hon); 2. Steve Johnson (Hon); 3. Paul Brown (Yam); 4. Ron Asheraft (Yam); 5. Justin Hermesky (Rtx).

OPEN B: 1. William Luker (Hon); 2. Sherman Lee (Hon); 3. Shaun Russell (W-R); 4. Jeff Gabhart (W-R); 5. Robby Peichoto (Hon).

OPEN A: 1. Rob Damron; 2. Bryan McDowell (Rtx); 3. Billy Martin (Rtx); 4. Johnny Murphree (Rtx); 5. Kevin Bricker (Hon).

PRO-AM: 1. James Pitchford (Hon); 2. Justin Ownbey (Hon); 3. Kevin Gonzales (Rtx); 4. Jim Poll (Rtx); 5. Michelle DiSalvo (Hon).

PRO: 1. Eric Bostrom (Rtx); 2. Bryan McDowell (Rtx); 3. Michael Gresham (Rtx); 4. Rob Damron (Yam); 5. Paul Iwanaga

Seip stars at Raceway Park Vintage MX

By Paula Brown

ENGLISHTOWN, NJ, SEPT. 5

Jerry Seip brought home two overall wins at the First Annual Veteran Vintage Reunion at Raceway Park. The event attracted several hundred Vintage and 25+ and older riders from the east coast. Veteran rider Seip cleaned up in the 25+ and 30+ Expert Divisions.

In each 25+ Expert final Seip was ahead by the halfway point leading Henry Knabe, Marc Tiesler, Jalil Lynch and Phil Carlin. Lynch made a last minute pass on a hop on the straightaway into second on the last lap, stealing second from Carlin. Seip, Carlin and Lynch passed through the finish line within a few bike lengths of one another. Seip's win brought him the overall win. Lynch was second for the day with a 2-2 score, and Carlin was third with a 3-3.

The 30+ Expert class qualifier started with Carlin taking over the lead after Peter Lagomarsino took the holeshot. Carlin led until Seip passed on the inside down the straightaway. Seip kept Carlin in second until the checkered flag. Rob Tiesler and Bill Lasche ran their own race for the third spot with Tiesler coming in a few bike lengths before Lasche. Carlin made the final holeshot with Tony Watkins following

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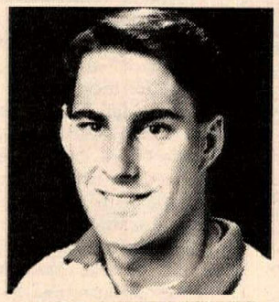
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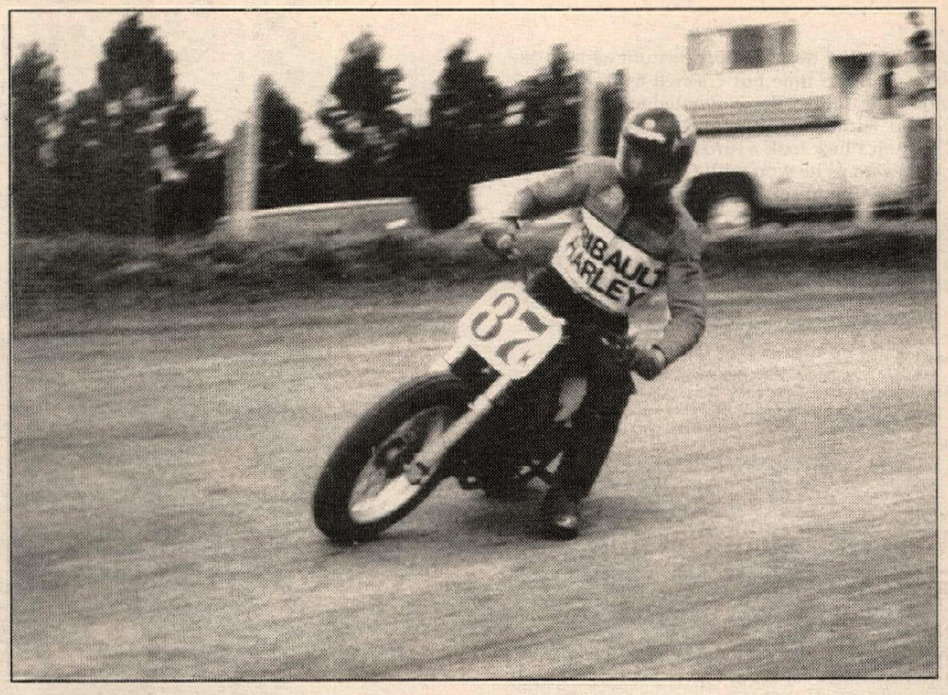
EVENTS

Matt Feil (34) stalked Chris Daubitz (21) in the 125cc Expert class at Oak Hill MX.



Billy Hoffmiester was unstoppable in the Open Pro final at the Cambridge Short Track.

in a close second. By lap three, Seip was again in front with a substantial lead. Carlin held on to second throughout all seven laps, followed by Tiesler and Bruce Zimmerman. Seip posted the day's win with Carlin and Lasche taking the second and third overall, respectively.

The 30+ Amateurs turned out in force, forming almost two full gates. Group A's winner was Ed Block who ran two very close races with Bill Hruska. Block and Hruska were side by side in the last lap of the final when Hruska went down at the bottom of the Plunge, leaving Block to take the win with a bit of breathing room. James Falconiero, Bren Moran, Mike Davis and Frank Amadruto kept close company in both motos. Falconiero managed to hang on to his third in the final, keeping Moran in fourth.

Super Senior Bud Fee took thee overall win and the Raceway Park Points Series win after splitting two motos with Pro Pilot/Montgomeryville Cycle/Dirt Rider-sponsored Jim McGinnis. McGinnis got the holeshot in the qualifier, then maintained his lead over Fee for all five laps. McGinnis booked another holeshot in the final but kept Fee behind only until the third lap. Fee turned on the gas and held the lead, winning the moto and the overall for the day. McGinnis was second overall and, Rees Firestone was third overall.

Results

25+ AM: 1. Joe Daher; 2. Mark McTamney; 3. Chris Prenderville; 4. Joseph Martin; 5. Michael Arpa.

25+ EX: 1. Jerry Seip; 2. Jalil Lynch; 3 Phil Carlin; 4. Marc Tiesler; 4. Jim Gregory.

VET EX: 1. Jerry Seip; 2. Phil Carlin; 3. Rob Tiesler; 4. Bill Lasche; 5. Tony Watkins.

S/SR: 1. Bud Fee; 2. James McGinnis; 3. Rees Firestone; 4. Bill O'Brian; 5. Kenneth Brewer.

VET AM A: 1. Ed Block; 2. Bill Hruska; 3. James Falconiero; 4. Bren Moran; 5. Mike Davis.

VET AM B: 1. Glenn Scherer; 2. Clifford Volker; 3. Thomas Petrolongo; 4. Anthony Rauseo; 5. Bill Petrizzi.

VINT 125 EX: 1. Tim Weaver; 2. Doug Wentzell; 3. John Weaver.

VINT INT: 1. John Hilton; 2. Robert Whitworth; 3. Tom France.

40+ INT: 1. Michael Brody.

40+ NOV: 1. Fred LaVance.

50+ INT: 1. Bill Morrado.

500 VINT EX: 1. David Hurley; 2. John Weaver; 3. Louis Zsido; 4. Tom Salandra.

500 VINT INT: 1. Wally Tunison; 2. Ronald Smolinka; 3. Mike Brody; 4. Mark Sterritt.

250 VINT: 1. Tim Weaver; 2. Rich Shipman.

75-78 EX: 1. Tim Waurishuk; 2. Karl Bauman.

75-78 INT: 1. George Lucas Jr.; 2. Craig Hatch; 3. Chris Branchide; 4. Ed Fonda.

Oak Hill MX wins to Schellenberger

By Kat Spann
Photo by David Goodspeed

DECATUR, TX, AUG. 28-29

Despite being penalized a position for jumping the gate in one moto, Forest Lane Yamaha/Answer/Scott/FMF-backed Roy Schellenberger managed to score the overall wins in both the 125 and 250cc Expert classes at Oak Hill MX, where over 300 entries did battle.

Schellenberger holeshot moto one in the 125cc class, with Chris Daubitz in the challenging position. T.J. Patel, in his debut race in the Expert division, stayed close with Daubitz momentarily, but the leading duo quickly began to pull away. Matt Feil got by Patel for third in the back section, and when Daubitz bobbled in turn one of the next lap, Feil moved up into second place. Daubitz was quick to recover from his near-fall, and chased Feil down to take back second position. He ran out of time, though, and couldn't reel in the leading Schellenberger. Schellenberger took the checkered flag, but was docked a position for jumping the gate.

"I knew that my front tire was over the gate by the time it dropped, but everyone else left the line with me by the time my back tire crossed the rail," said Schellenberger. "Since they (the officials) had red-flagged an earlier race for a jumped gate, I figured if I was illegal they'd do the same for us. When I came around there was no red flag, so I thought I was okay. They wanted to dock me a lap, but due to the previous call, they only docked me a position."

Moto two had Daubitz ou front with Joey Pratt and Schellenberger banging bars all the way down the first wooded section. Schellenberger soon took over the lead, and pulled away from the pack. Patel was having trouble keeping the pace, and pulled out of the race after taking a soil sample. Daubitz was passed by Pratt, and had to settle for third in the moto. Schellenberger earned the overall win despite his earlier penalty, and Daubitz was the runner-up.

Charley Bogard was on hand to attack the course, and he spanked both the 80cc Senior (14-16) and Open 80cc divisions. Johnny Marley aced the 80cc (7-11) class with a pair of moto wins. Shawn Smith took top honors in the 80cc (12-13) class, while Billy Akers grabbed two class wins in the 250cc Intermediate and +25 Expert Intermediate categories.

Results

50 STK: 1. Logan Williams (Yam); 2. Shawn Cook (Yam); 3. Cody Dickey (Yam); 4. Brandon Thompson (Yam); 5. Wesley Howard (Yam).

50 MOD: 1. Shawn Cook (Yam); 2. Brandon Thompson (Yam); 3. Cody Dickey (Yam); 4. C.T. Dickey (Yam); 5. Wesley Howard (Yam).

60: 1. Dusty Fountain (Kaw); 2. Chad Cook (Kaw); 3. Joshua Bridges (Kaw); 4. Michael Pray (Kaw); 5. Brand Beabout (Kaw).

80 BEG: 1. Matt Minyard (Kaw); 2. Blake Fannin (Kaw); 3. Nathan Asay (Kaw); 4. Rod Scholting (Suz); 5. Brad Vaughn (Kaw).

80 JR (7-11): 1. Johnny Marley (Kaw); 2. Beau Boynton (Suz); 3. Jake Jones (Kaw); 4. Dusty Fountain (Kaw); 5. Josh Bridges (Suz).

80 SR (12-13): 1. Shawn Smith (Hon); 2. Mark Thompson (Suz); 3. Chad Blevins (Kaw).

80 SR (14-15): 1. Charley Bogard (Suz); 2. Caleb Leath (Kaw); 3. Chad Haney (Yam); 4. Michael Dugger (Kaw); 5. Brandon Sanders (Kaw).

80 OPEN: 1. Charley Bogard (Suz); 2. Caleb Leath (Kaw); 3. Johnny Marley (Kaw); 4. Shawn Smith (Hon); 5. Beau Boynton (Suz).

125 BEG: 1. Jeff Griggs (Kaw); 2. Brian Smith (Hon); 3. Wade Gasperson (Kaw); 4. Ben Gary (Kaw); 5. Gary Gorham (Kaw).

125 NOV: 1. Chris Cadieux (Kaw); 2. Jeff Smith (Suz); 3. Billy Vaughn (Suz); 4. John England (Kaw); 5. Wyatt Seals (Hon).

125 INT: 1. Billy Akers (Suz); 2. Brook Fluker (Kaw); 3. Chris Safrit (Suz); 4. Jason Beam (Hon); 5. Mike Boliver (Kaw).

125 OPEN: 1. Billy Akers (Suz); 2. Jason Eckhoff (Kaw); 3. Chris Safrit (Suz); 4. Mike Battaile (Hon); 5. John England (Kaw).

125 EX: 1. Roy Schellenberger (Yam); 2. Chris Daubitz (Kaw); 3. Joey Pratt (Suz); 4. Chad Plumlee (Hon); 5. Matt Feil (Suz).

250 BEG: 1. Bane Bonner (Suz); 2. Tracy Banks (Kaw); 3. Brian Smith (Suz); 4. Mason Harper (Hon); 5. Clark Dobyns (Suz).

250 NOV: 1. Joe Walker (Yam); 2. Todd Kyser (Kaw); 3. Kelly Hertzler (Kaw); 4. Mark Russell (Hon); 5. Erik Nelsen (Yam).

250 INT: 1. Jeff Long (Kaw); 2. Ray Burgess (Kaw); 3. David Casada (Kaw); 4. Michael Gage (Hon); 5. Mark McNeill (Yam).

250 OPEN: 1. Sprint Haynes (Kaw); 2. Brian Townsend (Yam); 3. Todd Kyser (Kaw); 4. Brian Oestrick (Yam); 5. Geoff Jackson (Hon).

250 EX: 1. Roy Schellenberger (Yam); 2. Glen Lofley (Hon); 3. Kaylom Young (Kaw); 4. Dennis Hawthorne (Kaw); 5. Trey Clingfost (Yam).

500 OPEN: 1. Brook Fluker (Kaw); 2. Darren Brawn (Kaw); 3. Chris Scoggins (Hon); 4. James Stainton (Kaw); 5. Delbert McDonald (Hon).

+25 NOV: 1. Craig Cordes (Kaw); 2. Sean Knaack (Yam); 3. Erik Nielsen (Yam); 4. Gary Welborn (Kaw); 5. Scott Knox (Kaw).

+25 INT: 1. Ray Burgess (Kaw); 2. Jeff Case (Hon); 3. Mark McNeill (Yam); 4. Bubba Robinson (Kaw); 5. Russell Brown (Kaw).

+25 EX: 1. Jeff Long (Kaw); 2. Douglas Hall (Yam); 3. David Wilson (KTM).

+30 NOV: 1. Mike Reddin (Hon); 2. Edward Hays Jr. (Kaw); 3. Sean Knaack (Yam); 4. Chris Powell (Yam); 5. Wyatt Seals (Hon).

+30 INT: 1. Delbert McDonald (Hon); 2. Brian Doran (Hon); 3. Jim Campbell (Hon); 4. Scott Latts (Hon); 5. Blake Wingo (Kaw).

+30 EX: 1. Billy Smith (Hon); 2. Douglas Hall (Yam); 3. Chris Scoggins (Hon); 4. Ray Arnold (Hon).

+40: 1. Gary Beam (Kaw); 2. Kinnie McGraw (KTM); 3. Alvin Kephart (Yam); 4. Jim Ricci (Suz).

WMN: 1. Nancy Latts (Suz).

Cambridge ST win to Hoffmiester

By Tim McBride

CAMBRIDGE, MN, AUG. 28

Reynolds Printing/Fairibault Harley-Davidson-sponsored Billy Hoffmiester padded his point lead and pocket book by topping the Open Pro final during the fifth round of the Dirt Track Riders Association's championship short track series, held at the Isanti County Fairgrounds.

The odds-on favorite for the Open Pro final had to be heat winner Eric Brouhard, but when the flag flashed, it was Mike Tehro with the best reactions. Tehro was soon passed by Dan Zitur and Hoffmiester. On the next lap Hoffmiester slipped to the inside of Zitur in turn one to take the lead. Hoffmiester, Zitur and Tehro stayed close for the next few circuits as Randy Triplett crashed uninjured in turn two. Meanwhile, Kurt Boehlke worked his way by Brouhard and first-time Open Pro contender Bitsy Kantor, and closed on the leaders. Just past the halfway point, a hard charging Tehro tapped the rear tire of Zitur and fell in turn one. Hoffmiester then pulled away as the tap caused Zitur to bobble. Zitur, in turn, came under the attack of Boehlke. Hoffmiester scored the win with room to spare as Zitur defended his position over Boehlke for the runner-up spot. Kantor finished a respectable fourth, ahead of Brouhard, Triplett and a recovered Tehro.

Hoffmeister's "Reynolds Wrecking Crew" teammate Brouhard returned for the Battle of the Twins final. Buzz Arndt wired the start and was chased by Brouhard, Joel Gulbranson, James Eastlee, Don Boehlke and Joe Blackwell. Arndt and Brouhard began pulling away from the rest of the pack as Eastlee slipped by Gulbranson for second by lap two. Brouhard patiently hounded Arndt as the laps ticked away, waiting for the mistake from Arndt that finally came on the white flag lap.

"I thought it was the checkered flag," Arndt said. " I slowed down and when Eric went by still on the gas, I knew I goofed."

Arndt recovered in time to mount a challenge at the exit of turn four but gave in to Brouhard and his 883 Harley-Davidson by inches at the finish.

Perhaps the most exiting race of the evening came in the Stock Single class. Brothers David, Paul and Jerry Koch broke away from the rest of the field and engaged in a race long battle that had the crowd on the edge of their seats. Lap after lap the trio took turns sampling the lead position and as close as the racing was, no contact was ever made between them. In the end it was Paul Koch getting the nod as Jerry and David followed him to the checkers in close formation. Bob Herman and Phil Lambrecht finished fourth and fifth, respectively.

In only his first dirt track race of the season, Vet class MXer Mike Bauer scored an impressive win in the Senior class final, aboard his dirt track converted Maico. At the wire, Bauer and James Eastlee finished one and two. While running in third, Buzz Arndt saw his season long winning streak come to an end with an off track excursion in turn one of the last lap.

Results

MICRO MINI: 1. Josh Koch (Yam); 2. Jacob Mataya (Suz); 3. Sean Olson (Yam); 4. Travis Henrichs (Yam); 5. Darryn Bourgeois (Hon).

80 MINI: 1. Matt Powers (Kaw); 2. Andy Schneilder (Hon); 3. Louie Schneidler (Hon); 4. Keegan Iverson (Suz); 5. Jeremy Rinerson (Yam).

NOV: 1. David Koch (Hon); 2. Phil Lambrecht (Yam); 3. Bob Herman (Hon); 4. Richard Becker (Hon); 5. Marty Mataya (Yam).

OPEN AM: 1. Buzz Arndt (Yam); 2. Paul Koch (Yam); 3. Mike Bauer (Mai); 4. Marty Mataya (Yam); 5. Marcus Bauer (Hon).

30 +: 1. Jerry Koch (Yam); 2. Paul Koch (Yam); 3. Richard Becker (Hon); 4. David Koch (Hon); 5. David Jenkins (Yam).

VINT: 1. James Eastlee (Yam); 2. Don Boehlke (BSA); 3. Joel Gulbranson (Yam).

SR: 1. Mike Bauer (Mai); 2. James Eastlee (Yam); 3. Buzz Arndt (Yam); 4. Don Boehlke (BSA); 5. Gaylord Ladwig (Yam).

STK SGL: 1. Paul Koch (Yam); 2. Jerry Koch (Yam); 3. David Koch (Hon); 4. Bob Herman (Yam); 5. Phil Lambrecht (Yam).

BOTT: 1. Eric Brouhard (HûD); 2. Buzz Arndt (Kaw); 3. James Eastlee (Yam); 4. Don Boehlke (BSA): 5. Joel Gulbranson (Yam).

OPEN PRO: 1. Billy Hoffmiester (Rtx). 2. Dan Zitur (W-R). 3. Kurt Boehlke (W-R). 4. Bitsy Kantor (Yam); 5. Eric Brouhard (Rtx).

Vahsholtz top gun at Dodge City ST

By Vicki Viegra

DODGE CITY, KS, SEPT. 3-4

Clint Vahsholtz rode his Wood-Rotax to win on both nights in the Open Pro Motorcycle Short Track Class in Dodge City over Labor Day weekend.

On Friday night the track was very smooth and fast. Going into the main event, Vahsholtz took the pole position and ran away into the lead, with the rest of the riders in a cluster. On the third corner of the first lap Erik Bland and Scott Stephens tangled handlebars and crashes, bringing out a red flag and sending them to the rear of the pack. On the restart Vahsholtz led all 20 laps without any pressure. That left Rotax rider Clayton Hull and Harley-Davidson rider Kelly Larkin to battle it out for second place. With eight laps remaining Hull finally locked up the runner-up position. Larkin crossed the line in third and Joey Duvall took fourth place. John Jay McClelland finished fifth.

Vahsholtz didn't hold anything back on Saturday night. At the start he secured his number one position instantly as the track seemed to be even faster than the night before. Larkin and 16-year-old Scott Stevens followed Vahsholtz for the first half of the main until Andy West pushed both of them back one position on the start of the tenth lap. Larkin's luck didn't get any better, as with only one lap remaining, Larkin misread the white flag as the checkered flag and started in to the pits. With the help of event director, Ed Beckley, Larkin was back in the race but had fallen back even further. Vahsholtz took the win with West in second and Stevens in third.

In the Vintage class there was a shootout between Yamaha-mounted Erik Bland and Doug Stewart on a Triumph. Stewart led Bland for the entire race until the most important lap, the last one. Bland stuffed his Yamaha 750 in front of Stewart to take the win.

Saturday's Pee Wee class showed just how tough the young guys can run. Ryan Cheatum was in the lead until the third lap of the five-lap heat race when he fell and handed Scott Beckley the

lead. But that didn't stop Cheatum as he was back up in no time but crashed again in turn three. Cheatum again remounted to finish third behind winner Beckely and Michael Culver. Cheatum's luck took a turn for the better in the main event as he won with Culver and Beckley finishing second and third, respectively.

Results

Friday

OPEN PRO: 1. Clint Vahsholtz (W-R); 2. Clayton Hull (W-R); 3. Kelly Larkin (H-D); 4. Joey Duvall (W-R); 5. John Jay McClelland (H-D).

P/W: 1. Kristopher Culver (Yam); 2. Ryan Cheatum (Yam); 3. Scott Beckley (Yam).

Saturday

OPEN PRO: 1. Clint Vahsholtz (W-R); 2. Andy West (H-D); 3. Scott Stevens (H-D); 4. John Jay McClelland (H-D).

VINT: 1. Erik Bland (Yam); 2. Doug Stewart (Tri).

P/W: 1. Ryan Cheatum (Yam); 2. Kristopher Culver (Yam); 3. Scott Beckley (Yam).

Woerner wallops Powerline MX

By Paula Brown

NEW EGYPT, NJ, SEPT. 4

Neil Woerner was on the gas as he locked up two Expert MX classes at Powerline Park, speed through both the 125cc Expert and Open Expert divisions to take home two overalls.

Rich Zupko claimed the holeshot of the 125cc Expert qualifier with Woerner hot on his trail. Zupko, though not able to shake Woerner, managed to keep him in second throughout the moto. Pete Jastremski carved out third place ahead of Jay Irwin and Shawn Ulikowski. Woerner pounced on the holeshot of the final, then stayed out in front. Jastremski started off in second but was bumped down to third by Zupko after the finish line tabletop. Jalil Lynch pushed Jastremski back to fourth with an 11th-hour pass. Woerner's moto win gained him the first overall, Zupko's second earned him a second for the day.

Woerner's Open Expert overall win came from two moto wins, the final win hotly challenged by Rich Zupko and Pete Jastremski. Jastremski, hindered by a flat rear tire, posted a sixth in the final. His third-place finish in the first moto gave him the third for the day. Zupko was second at the checkered flag for a third overall. Jastremski took the third place moto finish a frog's hair in front of Lynch, and a second in the opening moto, earning him the second overall.

Jerry Seip was the hands-down winner in the Veteran Expert class, unencumbered by the flat tire that plagued him in the Open Expert final moto. Mark Costa and Ed Szulecki switched places with Szulecki taking second in the qualifier, Costa taking second in the final. Seip was overall winner, Costa was second and Szulecki was third for the day.

25+ Amateur Chris Prenderville snagged the overall win with a 2-1 score, coming in over points leader Mark McTamney's 1-2. The first 25+ Amateur moto featured McTamney riding in first from the second lap on and Prenderville caught behind Steve Genovese for three laps. When Prenderville finally broke free he sailed off to catch McTamney but ran short of time. In the final moto Prenderville got out in front early on. McTamney was the one to get caught trying to find a way around Genovese. Following Prenderville's overall win was McTamney with the second overall. Genovese and Frank Smith took third and fourth overall, respectively.

Results

OPEN MINI: 1. Rob Wood; 2. Allan Duigon; 3. Eric Insabella; 4. Lawrence Monbelardi;5. John Deray.

WMN: 1. Rene Kotopoulis; 2. Lisa Lesher.

80 (10-11): 1. Carl Anderson; 2. Scott Adams; 3. Bruce Laberge; 4. Richard Laberge; 5 Kyle McGarrity.

80 (12-13): 1. Rob Wood; 2. Lawrence Monbelardi; 3. Joe Dellaversano; 4. Kevin Gauntt; 5. Clay Compton.

80 (14-15): 1. Allan Duigon; 2. Eric Insabella; 3. Nick Bevilaque; 4. Jed Schappert; 5. Jeff Scagnelli.

125 BEG: 1. Jason Miller; 2. Mare Patton; 3. Jim Pruchnicki; 4. John Pojama; 5. Kris Tompkins.

250 BEG: 1. Adam Berlin; 2. David Li; 3. Robert Quinn; 4. Mark Loriewski; 5. Michael Nagy.

SCHBY: 1. David Belk.

CLGBY: 1. Ed Blewett; 2. Robert Toth; 3. Thomas Ulikowski; 4. Aries Verderosa; 5. Michael Lewis.

125 NOV: 1. Kenny Sadlowski; 2. John Monteforte; 3. Tom Passerella; 4. John Peters; 5. Peter DeStefano.

250 NOV: 1. Gary Bartholomew; 2. Rick Butera; 3. David Belk; 4. Jason Fills; 5. Kevin Warren.

SR NOV: 1. Bren Moran; 2. David Li; 3. Kevin Worth; 4. Rich Dombey; 5. Steven Lewis.

125 AM: 1. Don DeCillo; 2. Thomas Ulikowski; 3. John McGinnis; 4. Brian Haddow;5. Ty Kontrath.

250 AM: 1. Ed Blewett; 2. Rich Schmidt; 3. Robert Quinn; 4. John Lombardo; 5. Larry Petronglo.

OPEN AM: 1. Spencer Smith; 2. Mike Lewis; 3. Brian Smith; 4. Mark Cooper; 5. Scott Santhyers.

25+ AM: 1. Chris Prenderville; 2. Mark McTamney; 3. Steve Genovese; 4. Frank Smith; 5. Joe Martin.

S/SR: 1. James McGinnis; 2. Charles Hughes; 3. Bob Cusson; 4. John Miner; 5. Jack Goritski.

125 EX: 1. Neil Woerner; 2. Rich Zupko; 3. Pete Jastremski 4. Jalil Lynch; 5. Shawn Ulikowski.

OPEN EX: 1. Neil Woerner; 2. Pete Jastremski; 3. Rich Zupko; 4. Jalil Lynch; 5. Jerry Seip.

SR EX: 1. Jerry Seip; 2. Mark Costa; 3. Ed Szulecki; 4. William Lasche; 5. Martin Lesher

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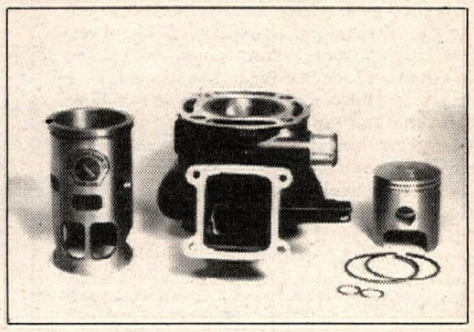

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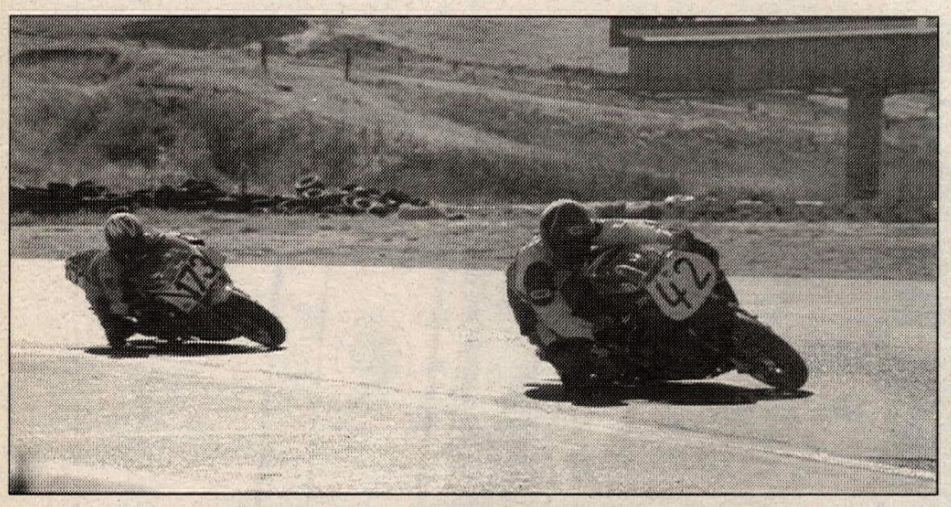
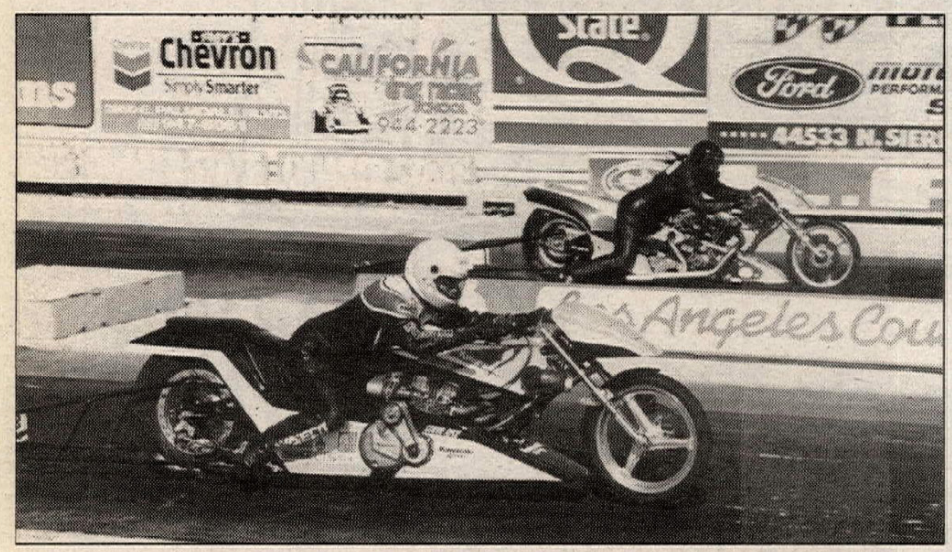
EVENTS



Dave Daveau (42) led Geep Terranova (173) at the Sears Point Road Race.

Steve Rice (near lane) increased his point lead by winning Top Sportsman at LACR.



Rayborn survives Sears Point RR

By Patrick E. Dickinson

SONOMA, CA, SEPT. 5

Cal Rayborn III scored a big win in the crash-marred AFM Formula Pacific class at Sears Point International Raceway.

Rayborn grabbed the lead by turn seven on the opening lap with Dave Daveau and Geep Terranova in hot pursuit. Terranova stayed close to Daveau, looking for a way past. On the sixth lap Dave Margolis went down hard in turn seven, collecting several riders in the process. Daveau couldn't avoid the downed riders and crashed out of contention, but officials called the race on lap six, and Daveau was awarded second place behind Rayborn III.

"We're not going to let Geep (Terranova) hold his 100-point lead without a fight," Rayborn III said. Said Terranova, when asked about his third-place finish, " I was afraid to come in front of them because they'd kick my butt."

The 600cc Super Street race opened up with Dave Francis on the pole. Tom Montano, Brian Parriot, Michael Vella, Kevin Holman and Ron Chiaratti Jr. were close at hand. Up into two it was Parriot, Francis and Mantano running tight with Ferrara and Chiaratti giving chase. Into turn seven it was Parriot, Francis and Montano out in front by ten bike lengths. Into eleven Montano began pressing hard on Parriot followed by the battle for fourth place between Chiaratti and Ferrara. By the halfway point Montano had reeled in Parriot and pulled away after Francis as the three leaders checked out to settle the race among themselves. Out of nowhere Holman took Ferrara, then Chiaratti to take fourth place. Chiaratti made passing attempts on Holman through the last two laps, and on the last lap Chiaratti made a daring move in turn ten. Holman barely managed to close the door finishing fourth in front of Chiaratti. At the checkered flag it was Francis taking the win with Montano second and Parriot third.

Results

250 PROD: l. Thomas Dorset (Kaw); 2. Edward Ernest (Hon); 3. Francis Mazur (Kaw); 4. Haether Wilson (Kaw); 5. Keven Smith (Kaw).

VINT: l. Randy Bradesku (BMW); 2. Kurt Mund (BMW); 3. Peter Watson (BMW); 4. Jason Fountain (BMW); 5. Jim Neuenburg (Bul).

F-4: l. Mike Mondo (Hon); 2. David Pare (Hon); 3. Arnold Van Kemper (Hon); 4. Randy Spiegel (Hon); 5. Bill Stamos (Kaw).

F-SGL: l. Denny Doherty (Hon); 2. Gary Hews (Yam); 3. David Vogel (Hon); 4. Zeijko Perasic (Rtx); 5. Dan Cook (Yam).

OPEN TW: l. James Coda (Duc); 2. Tom Aquino (Duc); 3. Daniel Reeser (Duc); 4. Kurt Sager (Duc); 5. Paul Orlandi (Duc).

650 TW: l. Mike Summers (Hon); 2. Dave Colbert (Hon); 3. Brad Nevins (Hon); 4. Ken Baer (Kaw); 5. Jason Peterson (Hon).

OPEN S/ST: l. Marcos Manasterios (Suz); 2. Mike Nissen (Hon); 3. Roque Torres (Hon); 4. Russell Plamondon (Yam); 5. Dante D'Ambruaso (Yam).

600 S/ST: l. Dave Francis (Hon); 2. Thomas Montano (Hon); 3. Brian Parriot (Hon); 4. Kevin Holman (Hon); 5. Ron Chiaratti Jr. (Hon).

750 S/ST: l. Tim Blasquez (Suz); 2. Clarence Mulock; 3. Bernard Baldeviso (Kaw); 4. Tim Golden (Kaw); 5. Brian Smith (Suz).

F-2: l. Jason Paden (Yam); 2. Geep Terranova (Yam); 3. Bobby Keith (Yam); 4. Brian LaFevre (Yam); 5. Gregory Prinsze (Yam).

OPEN GP: l. Micheal Ernst (Suz); 2. Darrel Klingerman (Yam); 3. Russell Plamondon (Yam); 4. Dean Perry (Suz); 5. Marcos Manasterios (Suz).

250 S/ST: l. Gary Jervis (Hon); 2. Steven Rapp (Hon); 3. Joe Carillo Jr. (Yam); 4. Scott Elledge (Yam); 5. Aaron Nichols (Suz).

450 PROD: l. Mike Smith (Yam); 2. Denny Jewell (Yam); 3. David Jewell (Yam); 4. Guy Celestre (Yam); 5. Paul Kellog (Yam).

600 OF: l. Bill Giltner (Hon); 2. Cory Call (Yam); 3. Brett Lynn (Hon); 4. Darrell Cherry (Hon); 5. Todd M. Slagle (Hon).

750 OF: 1. Clinton Simpson (Suz); 2. Charlie Persico (Suz); 3. Larry Chalifour (Kaw).

F-PAC: l. Cal Rayborn III (Kaw); 2. Dave Daveau (Suz); 3. Geep Terranova (Yam); 4. Mark McDanial (Suz); 5. Vince Meyer (Yam).

450 S/ST: l.Todd Hoeft (Yam); 2. Mike Smith (Yam); 3. Jaime Lynn (Yam); 4. Robert Nunez (Yam); 5. Rosslyn Wells(Yam).

F-40: l. Denny Doherty (Yam); 2. Mark Ingalls (Yam); 3. Don Grijalva (Yam); 4. John McMahon (Hon); 5. Frank Willink (Hon).

F-1: l. Micheal Benson (Kaw); 2.Craig Avery (Yam); 3. Gregory Prinsze (Yam).

750 PROD: l. Mark McDanial (Suz); 2. Tim Blasquez (Suz); 3. Peter Deys (Suz); 4. Clarence Mulock; 5. Wesley Grass (Suz).

OPEN PROD: l. C. Kim Jester (Hon); 2. Thomas Montano (Hon); 3. Mike Nissen (Hon); 4. Glen Filslie (Suz); 5. Jeff McCabe (Suz).

Rice cooks competition at LACR drags

By Bob Johnson

PALMDALE, CA, AUG. 29

Steve Rice won his second NMRA points event of the season when he ran a 7.65-second, 175.44 mile-per-hour pass with his '92 Kawasaki in the Top Sportsman class at Los Angeles County Raceway.

The Kawasaki/Wiseco/Tsubaki/Bill Hahen Products-sponsored Rice advanced to his fourth final round of the six-event, Airtech/Arias /California Drag Racing School/Coors Light/Dynatek/Holiday Inn/Motorcycle Dynamics/Quaker State/Reaction Concepts/ Sport Bikes/Vance and Hines-sponsored series when he defeated John Terranova in the semifinals, 7.91/169.45. as Terranova broke.

Art Engstrom, second in the Pro Modified points race, shrunk Roy Sears' points lead when he defeated Sears in the final with an 8.12/157.99, as Sears Suzuki suffered clutch problems and shut off. Engstrom was the class' top qualifier with an 8.07.

Mike Strawder went into the event with three-straight number-one qualifying honors, and was looking for his third straight Super Comp (8.81 Index) victory when he was upset in the final by Hank Peters' 78 Kawasaki, 8.88/146.97. Strawder drew a rare red light and lost with his points-leading '85 Kawasaki at 8.97/145.55.

Oran's Automotive-sponsored Peters defeated Lonnie Billoups, who went into the event with a points lead, in the first round, then stopped a red-lighting Karen Staffer in the semi. Strawder beat Steve Mitchell in round one, and got a bye in the semi.

The Pro Gas, 9.42 Index class was won by Larry DelMatio's '76 Kawasaki, as he needed only a 9.70/119.11 when Steve Humphrey's points-leading '84 Suzuki fell off with a 10.05/129.81.

Joseph Smith took over the lead in the Super E.T. class, as his '81 Kawasaki ran a 10.18/127.41 (10.24 dial) in the final round to defeat Jim Blust's '88 Kawasaki.

Harley E.T. was won by Jeff Basel, as his '79 entry ran a 13.11 on a 12.95 dial to best John Edwards' '77 model as he settled for runner-up with a 12.63 on a 12.50 dial.

Steve Forbis was the winner of the Trophy E.T. class, as his '73 Kawasaki beat Rick Grimsley's '90 Suzuki, and Dean Winford's '83 Honda edged Noah Penright's '79 Kawasaki in the Second Chance eliminator.

Caplinger capers to Tebbets win

By Arlene Hejlek

TEBBETS, MO, AUG. 29

Chris Caplinger made it two wins in a row when he finished first overall at the ninth round of the Missouri Hare Scramble Championship Series, hosted by the Show-Me Motorsports Club.

Caplinger was third at the start of the two-hour event, but by the end of the first mile he had his ATK in the lead. The ATK/Donelson Cycles/MRM/Kal-Gard/Sprocket Specialists/ Dunlop/NGK/Link/Bell/Motorcycle Stuff/ Dyno Port-sponsored Caplinger held the lead until the fifth lap, when his ATK's chain derailed. KTM-mounted Leigh Letellier and Yamaha-mounted Rusty Reynaud passed Caplinger while he made repairs. Caplinger was able to catch Reynaud and pass him before the end of the fifth lap, and he caught Letellier at the beginning of lap six. Letellier was caught while following a lapped rider, while Caplinger went high and passed them both to retake the lead. At the end of that sixth lap around the 8.2-mile course, Caplinger captured the overall win.

Letellier finished second overall and Reynaud claimed third overall. Chris Graber ran his Yamaha in the fourth position for the entire race, and was there at the finish.

Fifth overall went to first-place Intermediate Dwight Maggard, who matched his Yamaha with that of Pat Schmidt as they traded positions several times. Maggard was in front when it counted most - at the end, while Schmidt followed him to claim second Intermediate.

In the 250cc class, there was another Yamaha battle between Allen Haynes and Dale Gulley, with Haynes taking the win. The two were the only riders in their class to go the full six laps.

Results

O/A: 1. Chris Caplinger (ATK); 2. Leigh Letellier (KTM); 3. Rusty Reynaud (Yam); 4. Chris Graber (Yam); 5. Kevin O'Brien (Kaw).

INT: 1. Dwight Maggard (Yam); 2. Pat Schmidt (Yam); 3. Chris Huff (Yam); 4. Kevin Borts (Kaw); 5. Robbie Reed (KTM).

250: 1. Allen Haynes (Yam); 2. Dale Gulley (Yam); 3. Ken Yount (Yam); 4. David Gerbes (Hon); 5. Casey Haynes (Yam).

200: 1. Derek Zinchuck (Yam); 2. Danny Dohogne (Kaw); 3. Gerald Wright (Kaw); 4. Keith Voss (Yam); 5. Fred Lietzke (Kaw).

125: 1. David Wilfong (Yam); 2. Jason Counts (Kaw); 3. Todd Reed (Yam); 4. Steve Gordon (Kaw); 5. Sam Gosnell (Hon).

OPEN: 1. Dan Johnson (KTM); 2. Barry Crawford (Yam); 3. Ed Schmidt (Hus); 4. Jerry McCasland (Yam); 5. Ed LaChance (Hon).

4-STRK: 1. Jeff Lappe (Hon); 2. Kevin Boyle (Hus); 3. Gary Pilant (Hon); 4. Steve Underwood (Hbg); 5. Luis Castano (Hon).

SR: 1. Charles Thiele (Yam); 2. William Guffey (Yam); 3. John Dometrorch (KTM); 4. Michael Sheridan (KTM); 5. Brad Barnett (Yam).

S/SR: 1. Gary Emig (Yam); 2. Terry Brumley (Yam); 3. Gerald Frericks (Yam); 4. Brock Yarnell (Ho); 5. Harold Newell (Hon).

JR: 1. Collin Sheridan (Kaw); 2. Chris Miller (Kaw); 3. Jesse Faulstich (Suz); 4. Mike Guffey (Yam); 5. Dustin Wisecup (Yam).

TRAIL: 1. Daniel Stansbury (Yam); 2. Frank Roger (Yam); 3. Chris Fulks (Hon); 4. Derek Vaughn (Kaw); 5. Ron Hooper (KTM).

LACR MX win to Dell

By Greg Robertson

PALMDALE, CA, SEPT. 3

Suzuki RM125 rider Wes Dell used a 1-2 score to collect his first-ever 125cc Beginner class win at California Racing Club's Friday night motocross at Los Angeles County Raceway.

Winfield Ward led Dell and Mike Johnson in the opening lap of moto one. Dell was quickly under attack from Johnson until Johnson got a little overanxious and ran into Dell's rear wheel off a jump and went down. Dell continued on unscathed and was handed the lead a short time later when leader Ward took a soil sample on the following lap.

Once out front, Dell looked smooth as he slowly stretched his lead to seven seconds by the finish. " I felt real good," said Dell afterwards. "I had a good start and just took it from there. The nine laps killed me though; I'm not used to riding supercross for nine laps."

Serg Avanto was quietly working his way up through the pack to finish in the runner-up position. Johnson got going again and was riding like a man possessed, using every line on the track to close to Avanto's rear fender as the checkered flag flew.

The Answer/Tru Tec-sponsored Dell hammered out the second moto holeshot ahead of Johnson and Sean Maloney. Johnson wasted no time in pressuring Dell for the lead. Dell got a break when Johnson fell at the end of the first lap. In a repeat of his first moto, Dell slowly pulled away from Maloney to the tune of five seconds by the halfway point.

Johnson was on the gas and had gone from last to third with a few laps remaining. Pinning the throttle off the Kal-Gard tower jump, Johnson shot past Maloney for second and set out after Dell. A lap later, Johnson used the same move to overtake Dell for the lead, where he would eventually finish. Dell kept Johnson in his sights but didn't try to retaliate.

"I had the holeshot and was in first for most of the race, and all of a sudden this guy (Johnson) comes out of nowhere" Dell said. "I realized that I would get the overall and asked myself why I was still trying to get him. He was riding crazy, getting sideways off all the jumps. I thought he might try to take me out if I tried to pass him."

Dell came home a safe second for the overall win. Johnson's great second-moto comeback earned him a second-place trophy over Avanto's 2-4 finishes.

Results

P/W B-2: 1. C.J. Messer (Yam); 2. Timmy McDaniel (Yam); 3. Karen Haines (Suz).

P/W B-1: 1. Clark Fugueras (Yam); 2. Brett Mountain (Yam); 3. Max James Sweeney (Yam); 4. Eric Hunter (Yam); 5. Ryan Gagnen (Yam).

60 (0-8): 1. Scott Howe (Kaw); 2. Shane Smith (Kaw); 3. Chris Nihan (Kaw); 4. Blake Margheim (Kaw).

60 (9-11): 1. Christopher Gosselaar (Kaw); 2. Chris Rogers (Kaw); 3. Johner Faulkner; 4. Todd Gosselaar (Kaw); 5. Bradley Arnold.

MINI BEG: 1. Travis Smith (Yam); 2. Kevin Townsend (Yam); 3. Bryan Lang (Kaw); 4. Johner Faulkner (Kaw); 5. Chris Torres (Kaw).

MINI NOV: 1. Jake Gribbon (Yam); 2. Ito Posca (Yam); 3. Jason Dubin (Suz).

MINI INT: 1. Robby Couse (Kaw); 2. Christopher Gosselaar (Kaw).

125 BEG: 1. Wes Dell (Suz); 2. Mike Johnson (Kaw); 3. Serg Avanto (Kaw); 4. Span Maloney (Hon); 5. Winfield Ward (Hon).

125 NOV: 1. Chris Blanton; 2. Bob Arens (Suz); 3. Reginald Mitchell (Suz).

125 INT: 1. Mike Crosby (Kaw).

125 PRO: 1. Jimmy Lavorci (Hon).

250 BEG: 1. Ed Hartman (Kaw); 2. Jordan Lieberman (Suz); 3. Joseph Arechiga (Yam); 4. Dianna Lynn Jasperson (Kaw).

250 NOV: 1. Jay Hammond (Suz); 2. Bobby Hall (Suz); 3. Dan King (Yam); 4. David Barlow (Kaw); 5. Kenny Safford (Hon).

250 INT: 1. Joe Haman (Hon).

500 BEG: 1. Dragos Lungu (KTM); 2. Ken Busse (Hon).

500 NOV: 1. Rick O'Donnell (Hon).

JR VET BEG: 1. Dragos Lungu (KTM); 2. Jimmy Smith (Suz); 3. David Ray (Kaw);

4. Gary Ivin (Yam); 5. Steve Todd (Suz).

VET BEG: 1. Jeff Wiedeman (Yam); 2. Mike Haines (Suz); 3. Bob Gardella (Hon); 4. Dave Dubin (Suz); 5. David Ray (Kaw).

VET NOV: 1. David Arnold (Hon); 2. Scott Forward (Kaw); 3. Bud Lewis (Yam);

4. Mark Bryant (suz); 5. Kenny Safford (Hon).

VET INT: 1. Rodney Morrison (Suz).

VET PRO: 1. Mark Horton (Yam).

Caplinger collects Collins HS

By Arlene Hejlek

COLLINS, MO AUG. 22

Chris Caplinger was the overall winner at the eighth round of the Missouri Hare Scramble Championship Series hosted by the Brush Busters M/C.

ATK/Donelson Cycles/MRM/Cal Gard/ Sprocket Specialists/Dunlop/ NGK/Link/Bell Helmets/Motorcycle Stuff/Dyno Port-sponsored Caplinger took the hole shot at the start and stayed out front for the entire two-hour event.

Terry Gilliland brought his KTM up from a fifth place start to get within sight of Caplinger but could never catch him and had to settle for second overall position. Third overall went to Yamaha-mounted Rusty Reynaud who claimed that position on the second lap and held it to the end. Steve Leivan put his Yamaha in the fourth overall slot on the second lap and ran that way until the finish.

The Intermediate class win and fifth overall went to Yamaha mounted Chris Thiele. Thiele took the lead from Dwight Maggard on the third lap, but Maggard kept his Yamaha on two

wheels and claimed second place Intermediate and sixth overall.

Yamaha-mounted Rodney Oller finished in the top 10 while he ran uncontested for the 250cc class win. Open class winner Ed LaChance put his Honda in the lead on the second lap and held off a last-lap charge by Jerry McCasland to finish with 1ess than a 10-second cushion. Honda-mounted Jeff Lappe was the only one in his class to complete five laps as he claimed the Four-Stroke win, while Danny Dohogne put his Kawasaki out front from start to finish for the 125cc class win.

Results

O/A: 1. Chris Caplinger (ATK); 2. Terry Gilliland (KTM); 3. Rusty Reynaud (Yam); 4. Steve Leivan (Yam); 5. Chris Thiele (Yam).

EX: 1. Terry Gilliland (KTM); 2. Rusty Reynaud (Yam); 3. Steve Leivan (Yam).

INT: 1. Chris Thiele (Yam); 2. Dwight Maggard (Yam); 3. Mark Kendall (Yam); 4. Chris Nesbitt (Kaw); 5. Steve Crews (Kaw).

OPEN: 1. Ed LaChance (Hon); 2. Jerry McCasland (Yam); 3. Robert Brake (Kaw); 4. Jay Newberry (KTM); 5. Barry Crawford (Yam).

250: 1. Rodney Oller (Yam); 2. Allen Haynes (Yam); 3. Mike Vohs (Yam); 4. Dwayne Worthington (KTM); 5. Dale Gulley (Yam).

200: 1. Dan Dohogne (Kaw); 2. Jim Williams (Kaw); 3. Gerald Wright (Kaw); 4. Derek Zinchuck (Yam); 5. Joe Beaver (Yam).

125: 1. Todd Reed (Yam); 2. Steve Gordon (Kaw); 3. Jeff Oberkfell (Yam); 4. Jason Counts (Kaw); 5. Butch Taylor (Kaw).

4-STRK: 1. Jeff Lappe (Hon); 2. Cornell Porter (Hon); 3. Gary Pilant (Hon); 4. Charles Howard (Hon).

SR: 1. Charles Thiele (Yam); 2. Brad Barnett (Yam); 3. John Dometorch (KTM); 4. Dale Guffey (Yam); 5. John Gott (Yam).

S/SR: 1. Terry Brumley (Yam); 2. Gary Emig (Yam); 3. John Oller (Yam); 4. Frank Leivan (Yam).

JR: 1. D. Guffey (Yam); 2. Brock Busenbark (Yam); 3. Dustin Wisecup (Yam); 4. Chris Miller (Kaw); 5. Chris Sloan (Hon).

Waring wails at Swan MX

By Kat Spann

TYLER, TX, AUG. 25

Shawn Waring put together a 1-1 score to best the 125cc Expert class at the first round of the two-round Supercross Series at Swan MX, where over 200 entries did battle.

Rookie expert Chris Daubitz holeshot the first moto and led into the supercross section, but it was Waring that led the pack out of the newly added section of the course after Daubitz went down in the triples. Matt Feil emerged from the wooded portion in second, with Jason Artinger in tow. Feil followed Waring for the next lap, but began to lose gound. Daubitz was back on the gas and playing catch-up, riding from last place to third by the end of lap three. Daubitz picked off Feil for the number-two spot early in lap four and continued to reel in Waring, but could not get close enough before the checkered flag fell.

Moto two had Daubitz once again pulling the holeshot, but Waring made a pass in the Supercross section to end the first lap in the lead. Daubitz continued to hound Waring and reeled him in on lap two, but took a spill and allowed Feil into second place. Daubitz howled out of the supercross section and was back on course as he passed rider after rider, until he was once again on Feil's rear fender. When the white flag came out, Daubitz, aware that he had just one lap remaining, picked up the pace and made his move in a whoop section. Waring earned the 1-1 win, with Daubitz finishing second for second overall.

Charley Bogard, still on a high from strong performances at Ponca City and Loretta Lynn's, was challenged by Caleb Leath in the 80cc Open class. The two shared the holeshot in the first moto, but Bogard began to pull away. He endoed in the supercross section however, and had to settle for second behind Leath. In moto two, Bogard snared the holeshot and never looked back. Leath tried his best, but finished runner-up in the moto for second place overall.

Results

50: 1. Brandon Thompson (Yam); 2. Andrea Franks (Yam); 3. Chris Warwick (Yam); 4. C.T. Dickey (Yam); 5. Tulley Isbell (Yam).

60: 1. Joshua Bridges (Kaw); 2. Chase Reed (Kaw); 3. Dusty Fountain (Kaw); 4. Matt Hunter (Kaw); 5. Blake Thompson (Kaw).

80 BEG: 1. Chuck Caruthers (Suz); 2. Nathan Lane (Yam); 3. Matt Minyard (Kaw); 4. Tracy Green (Suz); 5. John Steinmetz (Hon).

80 JR (7-11): 1. Derek Gerdes (Kaw); 2. Jake Jones (Kaw); 3. Dusty Fountain (Kaw); 4. Chase Reed (Yam); 5. Barry Otts (Suz).

80 SR (12-13): 1. Brandon Nichols (Kaw); 2. Chad Bivins (Kaw); 3. Damon Francois (Kaw).

80 SR (14-16): 1. Charley Bogard (Suz); 2. Caleb Leath (Kaw); 3. Cody Sanders (Kaw); 4. Chad Haney (Yam).

80 OPEN: 1. Charley Bogard (Suz); 2. Caleb Leath (Kaw); 3. Beay Boynton (Suz); 4. Derek Gerdes (Kaw); 5. Jake Jones (Kaw).

125 BEG: 1. Brian Smith (Hon); 2. Jeff Griggs (Kaw); 3. Ammiel Kyson (Kaw); 4. Wesley Morton (Suz); 5. Ben Gary (Kaw).

125 NOV: 1. Jason Hyde (Suz); 2. Tony Davis (Suz); 3. Jeff Smith (Suz); 4. Shad Morris (Kaw); 5. Jay Grimm (Suz).

125 INT: 1. Michael Gage (Hon); 2. Mike Boliver (Kaw); 3. Jason Eckhoff (Kaw).

125 OPEN: 1. Jason Eckhoff (Kaw); 2. Jason Hyde (Suz); 3. Chris Safrit (Suz); 4. Chris Cadieux (Kaw); 5. Jay Grimm (Suz).

125 EX: 1. Shawn Waring (Suz); 2. Chris Daubitz (Kaw); 3. Matt Feil (Suz); 4. Jason Artinger (Suz); 5. Chad Plumlee (Hon).

250/500 BEG: 1. Chuck Burris (Hon); 2. Wayne Bount (Kaw); 3. John Willis (Hon); 4. Bane Bonner (Suz); 5. Brian Smith (Suz).

250 NOV: 1. Todd Kyser (Kaw); 2. Monty Bland (Yam); 3. Geoff Jackson (Hon); 4. Brad Smith (Kaw); 5. Jeremy Ross (Suz).

250 INT: 1. Michael Gage (Hon); 2. Sprint Haynes (Kaw); 3. Mike Bolivier (Kaw); 4. Bubba Robinson (Kaw).

250 OPEN: 1. Sprint Haynes (Kaw); 2. Tom McLaughlin (Hon); 3. Geoff Jackson (Hon); 4. Jeremy Ross (Suz); 5. John Willis (Hon).

250 EX: 1. Trey Clingfost (Yam); 2. Shawn Waring (Hon); 3. Matt Fell (Suz); 4. Perry Reeder (Kaw).

500 OPEN: 1. Greg Dust (Kaw); 2. James Stainton (Kaw); 3. Ed Hays Jr. (Kaw).

+25 NOV: 1. Monty Bland (Yam); 2. Mike Dozier (Yam); 3. Russell Smith (Hon); 4. Tommy Dickey (Yam); 5. Sean Knaack (Yam).

+25 INT: 1. Jeff Case (Hon); 2. Russell Brown (Kaw); 3. Tom McLaughlin (Hon); 4. Bubba Robinson (Kaw); 5. Clayton Potter (Kaw).

+30 NOV: 1. Ed Hays Jr. (Kaw); 2. Russell Smith (Hon); 3. Michael Satterfield (Kaw); 4. Sean Knoack (Yam); 5. Alan Sloan (Yam).

+30 INT: 1. Greg Dust (Kaw); 2. Tony Watkins (Hon); 3. Scott Latta (Hon); 4. Clayton Potter (Kaw).

+30 EX: 1. Ray Arnold (Hon).

+40 EX: 1. Gary Beam (Kaw); 2. Danny Moore (Suz); 3. Gary Burcham (Hon); 4. Ken Martin (Kaw).

PRE '86: 1. Chuck Burris (Hon); 2. Thomas Booth (Hon).

Christian class of Auburn Speedway

By Gen Moore

AUBURN, CA, SEPT. 3

Alan Christian blasted out of the starting gate, maintained his lead and easily won the Scratch main at Auburn Speedway.

Competing for the fastest man of the night were Darrell Busby, Alan Christian, Bart Bast and Bobby Hedden. Busby drew the pole and Hedden was on the outside. Christian and Bast were sandwiched in between, in the number two and three gates. Christian came out of the gate first with Bast in his hip pocket. Christian drifted a bit wide in the corner, allowing Busby to come out first. Christian, riding the Rose Racing Team Jawa, was able to blast past Busby to retake the lead. From that point on it was evident Christian would come out on top. Bast was able to get by Busby for second. On the last lap Hedden made a valiant effort to get by Busby but came up just a bit short. The race finished with Christian first, Bast second and Busby third. This was the second Scratch main win in as many weeks for Christian.

Riders in the Handicap main included Kelly Bennett, Mike Kain, Darrell Busby, Bobby Hedden, Bart Bast and Alan Christian. Bennett took the lead in the first corner. Everyone except Bennett was running in a pack with Christian still last at the end of lap two. Bast crashed in lap three. Christian started moving up, and by the white flag lap he was able to get by Kain for second. Even though Christian was charging hard, Bennett maintained his composure under pressure to capture his third win of the season. Coming in second was Christian in front of Kain, who finished third.

Results

SCRATCH: 1. Alan Christian; 2. Bart Bast; 3. Darrell Busby.
HDCP: 1. Kelly Bennett; 2. Alan Christian; 3. Mike Kain.
D-2: Eric Homen; 2. Creed Lehr; 3. Kevin Cullen.
D-3: 1. Sean MacDonald; 2. Cecil Watson; 3. Kevin Cullen.
JR: 1. Ian Ferris; 2. Matt Proto; 3. Matt Becker.

Estes rockets to Glen Helen Speedway win

By Elaine Jones

GLEN HELEN, CA, SEPT. 1

Jim Estes picked up his first Glen Helen Handicap main event of the season at the big southern California speedway track.

Estes, who has been looking for sponsors, came a step closer as he came from the thirty yard line and led the first lap only to have Gary Ackroyd take it away from him. Undaunted, Estes kept the pressure on and got a break on the sixth lap that gave him back the lead. With two laps left all he had to do was hold off National Champion Chris Manchester, which he successfully did. Ackroyd did come up with the third.

Manchester really didn't feel too bad with his second place in the Handicap as he won the Scratch main event, his fourth of the season, going wire to wire. Gary Hicks followed him home for second while John Aden and Charlie Venegas battled for third with the nod going to Venegas.

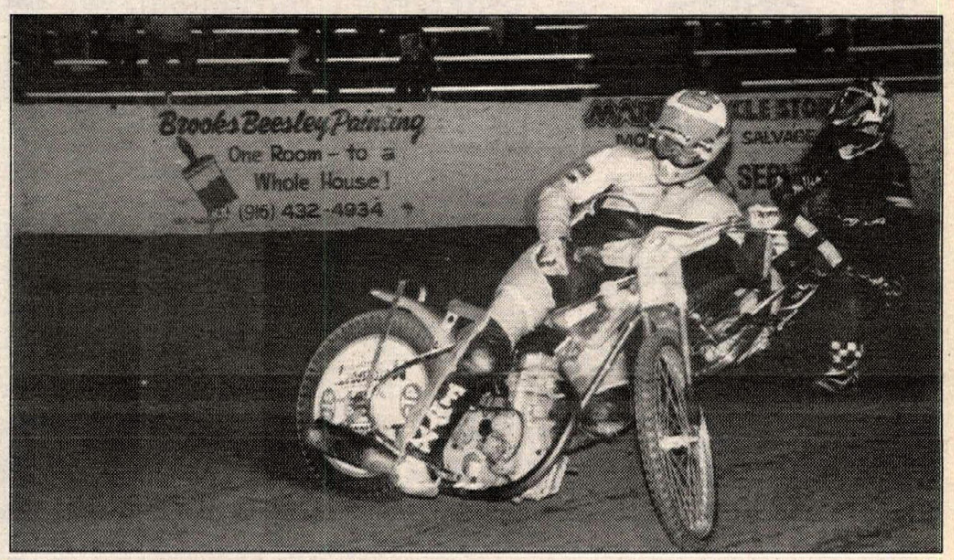
In the Sidecar main Peter Lewis and Jamie Macy used a great gate and were the first to the corner with their powerful Kawasaki. Ken McIntyre and Jeff Bowles were right behind but their engine was big time and it was only the expertise of McIntyre that got the bike home second. Dirk Gardner and Doug Lynch rounded out the field in third.

Jay Gould, who up until Wednenday night had trouble even making a lap at Glen Helen, was all smiles as he not only made more than one lap, but was the front runner from the start, winning the Support main. Joe Erhardt came from the 30 yard line to grab second from Josh May at the checkered flag.

Results

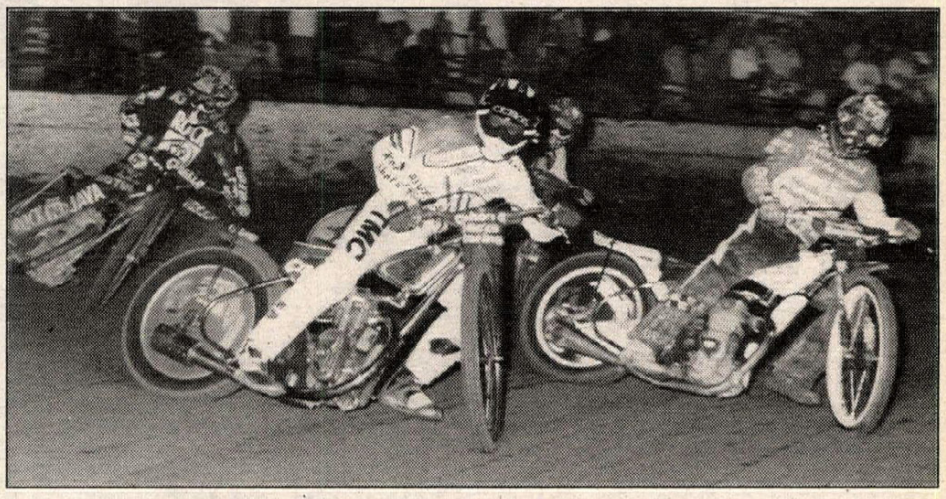
SCRATCH: 1. Chris Manchester (Jaw); 2. Gary Hicks (Wes); 3. Charlie Venegas (Jaw); 4. John Aden (Jaw).

Charley Bogard overcame a first-moto crash to win the 80cc Open class at Swan MX.



Alan Christian continued his streak by winning the Scratch main at Auburn Speedway.

Robert Pfetzing (center) gated to victory in the Scratch main at Costa Mesa Speedway.



HDCP: 1. Jim Estes (Jaw); 2. Chris Manchester (Jaw); 3. Gary Ackroyd (Wes); 4. Pat Litt (Wes); Mike Faria (Jaw).

SDCAR: 1. P. Lewis/J. Macy (Kaw); 2. K. McIntrye/J. Bowles (Kaw); 3. D. Gardner/D. Lynch (Kaw); 4. S. Stanton/R. Dent (Hon).

SUP: 1. Jay Gould (Jaw); 2. Joe Erhardt (Jaw); 3. Josh May (Jaw); 4. Mike Hesse (Jaw); 5. Mitch Hall (Jaw).

Pfetzing, Odom cap Costa Mesa Speedway

By Elaine Jones
Photo by Jim Thorn

COSTA MESA, CA, SEPT. 3

Robert "The Gator" Pfetzing and Don "Too Tall" Odom shared the Main event wins as Pfetzing dominated the Scratch main and Odom took the Handicap at Costa Mesa Friday night in front of a large holiday crowd.

Pfetzing, riding the Cohon & Hicks Racing/Unocal 76/Smith/TMC/Hot Shots/S.A. and Tim Foster Weslake, outgated the field in the Scratch main and made the crowded corner ahead of the pack. This gave him all the edge he needed to lead the four laps to the checkered. Second on back was so close you couldn't shine a flashlight between them. Things got pretty tight in turn two as Shawn McConnell did some fancy trick riding just to stay on his bike. It cost him the position, which Charlie Venegas was more than happy to fill. Mike Faria and McConnell battled for a few turns before McConnell felt something go wrong with his bike and pulled into the infield. This gave the third to Faria.

Odom aboard the Reebok/Scott/Blue Hawaii Surf/Jaesel Clothing/Oury/Ancra/Godden came from the 30 yard line to grab the low line on the tight Costa Mesa track and held it to the finish. Gary Ackroyd also came from the 30 and did some good, defensive riding to hang on for second with Venegas coming from the forty for the hard fought third.

Peter Lewis and Jamie Macy defeated Kenny McIntyre and Jeff Bowles. Again it came down to the all-important start, and Lewis and Macy got it. John Matherson and Dale Leeder on the powerful, always in the hunt, Yamaha rounded out the field with third.

The Crash and Burn Support Main saw Johnny Walker survive two red flags forthe win with Mike Reed second and Joe Erhardt third. CN

Results

SCRATCH: 1. Rob Pfetzing (Wes); 2. Charlie Venegas (Jaw); 3. Mike Faria (Jaw); 4. Shawn McConnell (GM).

HDCP: 1. Don Odom (Gdn); 2. Gary Ackroyd (Wes); 3. Charlie Venegas (Jaw); 4. Sean McConnell (GM); 5. Andy Northrup (Wes).

SDCAR: 1. P.Lewis/J. Macy (Kaw); 2. K. McIntrye/J. Bowles (Kaw); 3. J. Matherson/D. Leeder (Yam).

SUP: 1. Johnny Walker (Jaw); 2. Mike Reed (Wes); 3.Joe Erhardt (Jaw); 4. Randy Skinner (Jaw); 5. Bobby Campbell (Wes).

TR: 1. Bough (Hon); 2. Vaughn (Kaw); 3. Page (Kaw); 4. Stanbury (Yam); 5. Moore (Kaw).

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series
9/26 Jarama, Spain

World C'ship Superbike Road Race Series
9/26 Monza, Italy
10/3 Donington Park, England
11/7 Mexico City, Mexico

International Six Days Enduro
10/11-16 Assen, Holland

World C'ship Endurance Road Race Series
9/18-19 Paul Ricard, France
10/17 Johor, Malaysia
10/24 Phillip Island, Australia

World C'ship Observed Trials Series
9/26 Pateley Bridge, England

Trial des Nations
10/2 Kilbroney, Ireland

AMA Grand Nat'l C'ship Series
9/18 Castle Rock, WA TT
9/25 Sacramento, CA M
10/9 Pomona, CA HM
Info 614/891-2425

AMA Camel Supercross Series
1/15/94 Orlando, FL
1/22 Houston, TX
1/29 Anaheim, CA
2/5 San Diego, CA
2/12 Tampa, FL
2/26 Atlanta, GA
3/12 Daytona Beach, FL
3/19 Indianapolis, IN
3/26 Charlotte, NC
4/9 Pontiac, MI
4/16 Minneapolis, MN
4/23 Irving, TX
4/30 Las Vegas, NV
6/4 San Jose, CA
6/11 Los Angeles, CA

AMA Continental Tire 883 Nat'l C'ship Series
10/9 Ponoma, CA HM
10/24 Daytona Beach, FL RR
Info 614/891-2425

AMA Regional C'ship Dirt Track Series
9/17 Castle Rock, WA TT
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series
10/24 Flat River, MO
11/7 Wickenburg, AZ
Info 614/891-2425

AMA Nat'l C'ship Enduro Series
10/31 Bear, DE
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series
10/24 Lucerne Valley, CA
Info 614/891-2425

AMA Wiseco/Yamaha/ Dunlop Nat'l Cross Country Series
9/19 Bunner Ridge, WV
10/3 Elkins, WV
10/17 Elizabeth, WV
10/31 Mt. Morris, PA
11/14 Greeneville, TN
Info 304/594-1157

AMA Nat'l C'ship Hillclimb Series
9/19 Middlebury, IN
9/26 Jefferson, PA
10/10 Oregonia, OH
Info 614/891-2425

AMA Suzuki Dual Sport Trail Ride Series
9/18-19 Berkshire, NY
9/25-26 Columbus, IN
10/2-3 McArthur, OH
10/9-10 Angels Camp, CA
10/23-24 Cottonwood, AZ
11/26-28 L.A. to Barstow to Las Vegas
Info 614/891-2425

AMA Fall Classic MX Series
9/25-26 Buchanan, MI
10/2-3 Englishtown, NJ
10/9-10 Mt. Morris, PA
10/16-17 Danville, VA
10/23-24 Blountville, TN
10/30-31 Gainesville, FL
Info 614/891-2425

AMA Southeastern Regional MX C'ship Mega Series
10/23-24 Blountville, TN
Info 615/323-5497

AMA/CCS C'ship Cup Series
9/18-19 SF W. Palm Beach, CA
9/18-19 SE MA Braselton, GA
9/18-19 NE Loudon, NH
9/18-19 SW Phoenix, AZ
9/25-26 MW GL Grattan, MI
10/9-10 Pomona, CA
10/9-10 NE Loudon, NH
10/9-10 SW Phoenix, AZ
10/21-24 Daytona Beach, FL
12/12 SF W. Palm Beach, FL
Info 704/684-4297

AMA Dirt Shirts Fall Classic MX Series
9/25-26 Buchanan, MI
10/2-3 Englishtown, NJ
10/9-10 Mt. Morris, PA
10/15-17 Sutherlia, VA
10/23-24 Blountville, TN
10/30-31 Gainesville, FL
Info 813/822-8929

WERA Pro Road Race Series
10/28-31 Braselton, GA
Info 916/582-0451

WERA Nat'l C'ship Series
Mid-Atlantic Region
10/2-3 Garrettsville, OH
10/9-10 Summit Point, WV

Southeast Region
9/18-19 Faulkville, GA
10/2-3 Talladega, AL
10/15-17 Faulkville, GA

Mid-Central Region
9/18-19 Hallett, OK
10/2-3 Talladega, AL
10/16-17 Hallett, OK

North Central Region
10/2-3 Garrettsville, OH
10/9-10 Mt. Meriden, IN

South Central Region
10/16-17 Henderson, TX

WERA Grand Nat'l Final
10/27-31 Braselton, GA
Info 803/681-9372

WERA Nat'l Endurance Series
10/16 Faulkville, GA
10/30 Braselton, GA

WERA Nat'l Vintage Series
10/9 Summit Point, WV
10/9-10 Mt. Meriden, IN
10/28 Final Braselton, GA

AHRMA Historic Cup Series
9/18 Steamboat Springs, CO
10/9-10 Talladega, AL
Info 715/842-9699

BMW Classic Cup Series
9/18 Steamboat Springs, CO
Info 715/842-9699

AHRMA/Vintage Iron Nat'l MX Series
9/17 Steamboat Springs, CO
9/25 Buchanan, MI
10/16-17 Hollister, CA
Info 715/842-9699

AHRMA Sound of Singles/Battle of Twins Series
10/9-10 Talladega, AL
Info 715/842-9699

AHRMA Northeast MX C'ship Series
9/26 Southwick, MA
Info 201/767-9654

AHRMA Southeastern MX Series
10/2 Dade City, FL
11/3 Holiday Downs, GA
Info 715/842-9699

AHRMA Midwest MX Series
9/25 Buchanan, MI
10/9 Aztalan, WI
Info 414/684-4331

AHRMA West Regional Series
9/26 Fernley, NV
10/3 Palmdale, CA
10/17 Hollister, CA
11/7 Tulare, CA
Info 805/832-1955

AHRMA NorCal MX Series
9/26 Fernley, NV
10/17 Hollister, CA
Info 715/842-9699

AHRMA/Classic Bike Magazine Dirt Track Series
10/2-3 Weedsport, NY
10/9-10 Dallas, TX
Info 715/842-9699

AHRMA/British Bike Magazine Trials Series
10/10 White City, IL
10/23 Newnan, GA
Info 715/842-9699

AHRMA Pacific Coast Road Race Series
9/25 Portland, OR
Info 510/228-5117

AHRMA Mid-Atlantic Vintage Trials Series
10/10 Toughkenamon, PA
Info 410/775-7209

AHRMA Mid-America Vintage Trials Series
10/10 White City, IL
Info 715/842-9699

USCRA Vintage Road Race Series
9/17-18 Bridgehampton, NY
Info 603/239-6778

Yamaha North American Seniors MX C'ship
10/9 Lake Mills, WI

ECEA C'ship Enduro Series
9/19 Brandonville, PA
9/26 West Greenwich, RI
10/3 Greenbank, NJ
10/17 New Lisbon, NJ
10/31 Bear, DE
11/14 Warren Grove, NJ
Info 609/657-6338

ECEA Dual Sport Series
10/10 Indian Mills, NJ
Info 908/657-6338

NETRA C'ship Enduro Series
9/26 W. Greenwich, RI

10/3 Wrentham, MA
10/24 Chester, CT
11/7 Stafford, CT
11/21 W.Warren, MA

NETRA C'ship Hare Scrambles Series

9/19 Petersburg, NY
9/26 S. Edmeston, NY
10/10 Fishouse, NY
10/16-17 Bourne, MA
Info 203/875-5757

NETRA Observed Trials Series

10/3 Ware, NH
Info 508/429-7675

NETRA C'ship Turkey Run Series

9/19 New Boston, MA
10/9-10 Plympton, MA
10/17 Winchendon, MA
10/31 Central Village, CT
11/7 Berlin, MA
11/28 Plympton, MA
12/12 Plympton, MA
Info 203/875-5757

NETRA Jr. Enduro Series

9/18 Brimfield, MA
10/16 Bourne, MA
Info 203/875-5757

NESC C'ship Motocross Series

9/19 Middleboro, MA
9/26 Central Village, CT
10/3 Southwick, MA
10/10 Middleboro, MA
10/17 Southwick, MA
10/24 Middleboro, MA
10/31 Middleboro, MA
Info 413/772-0685

MO Hare Scrambles C'ship Series

9/19 Canton, MO
10/17 Jefferson City, MO
10/24 (Nat'l) Flat River, MO
Info 314/392-2475

IDBA Nat'l C'ship Drag Race Series

10/22-24 Memphis, TN
Info 205/849-7886

AMRA All Harley Drag Series

9/18-19 Morocco, IN
10/2-3 Bowling Green, KY
Info 708/250-0838

NMRA Drag Racing Series

9/18 Las Vegas, NV
11/20 Palmdale, CA
Info 805/944-5454

ProStar Drag Racing Series

10/15-17 Huntsville, AL
11/12-14 Gainesville, FL
Info 609/768-4624

SERA Enduro Series

9/19 Meridan, MS
10/3 Jemison, AL
11/7 Maplesville, AL

SERA Hare Scramble Series

10/17 Tupelo, MS
TBA Coushata, LA
TBA Jonesboro, LA

FMC Motocross Series

9/12 Reddick, FL
Info 904/721-7520

LISC Motocross Series

9/18 Bridgehampton, NY
10/9 Bridgehampton, NY
10/23 Bridgehampton, NY
11/6 Bridgehampton, NY
11/20 Bridgehampton, NY
Info 516/728-7727

NY State C'ship Hare Scrambles Series

9/26 South Edmeston, NY
10/10 Maple View, NY
10/24 Gowanda, NY
Info 315/895-7654

WNYSC Motocross Series

9/19 Batavia, NY
9/26 Palmyra, NY
10/3 Hunt, NY
10/10 Silver Springs, NY
10/17 Auburn, NY
10/24 Batavia, NY

CRA Vintage MX Series

10/17 Amherst, OH
Info 216/636-5505

CRA Fall MX Series

9/19 Salem, OH
9/25 Linnesville, PA
10/17 Amherst, OH
10/24 Malvern, OH
Info 216/636-5505

CRA C'ship Road Race Series

9/18-19 Brainerd, MN
Info 612/332-4070

AMA Hot Summer Nights Series

9/4 Knoxville, TN
Info 615/573-5425

Virginia C'ship Hare Scrambles Series

9/19 Middlebrook, VA
10-/3 Martinsville, VA
10/17 Newport News, VA
11/7 Surry, VA
Info 804/255-4620

Sabine Enduro Circuit

10/3 Nacogdoches, TX
10/17 Oklahoma City, OK
11/7 Muenster, TX
Info 903/845-3553

Black-Jack Enduro Circuit

9/19 Stillwater, OK
10/3 Chadwick, MO
10/17 Oklahoma City, OK
10/31 Tulsa, OK
Info 316/342-4436

RMEC C'ship Enduro Circuit

9/19 Stillwater, OK
9/26 Buena Vista, CO
10/3 Cloudcroft, NM
10/17 Oklahoma City, OK
10/31 Tulsa, OK
Info 307/742-4136

OMRRA Road Race Series

9/25-26 Portland, OR
10/17 Portland, OR
Info 503/221-1487

CMA Canadian Nat'l C'ship Hare Scrambles Series

9/26 Base Borden, Ont., CAN
10/3 Wheatley, Ont., CAN

CMA Canadian Nat'l C'ship Enduro Series

9/18-19 Bobcaygeon, Ont., CAN
10/24 Primrose, Ont., CAN
Info 416/522-5705

USBA Road Race Series

9/11-12 Salt Lake City, UT
9/25-26 Salt Lake City, UT
Info 801/535-4625

IERA Hare Scrambles Series

9/26 Thurman, IA
10/10 Hills, IA
Info 515/795-3440

IERA Enduro Series

9/19 Winterset, IA
10/3 Barlett, IA
10/24 Reinbeck, IA
Info 515/795-3440

Golden Crown of Baja Off Road Desert Race Series

9/17-19 G.C. de Campeones San Felipe, B.C., MEX
Info 818/340-5750

Grans Prix de Baja Series

10/16 Rio Colorado/Puerto Penasco Sonora, MEX
11/20 San Felipe Gran Prix San Felipe, B.C., MEX
Info 818/340-5750

LaPlaya MX GP Series

10/3 Rosarito, B.C., MEX
12/5 Rosarito, B.C., MEX
Info (001-52-661) 22525

ADRA Int'l Desert Racing Series

10/3 Prescott, AZ
11/6-7 TBA, AZ
12/4 Sonoyta, MEX
Info 602/252-1900

MTEG Off Road Race Series

10/9 Denver, CO
11/6 San Francisco, CA
Info 714/938-4100

CMRA Road Race Series

10/16-17 Henderson, TX
Info 713/342-9032

Texas Cross Country Assn. Series

9/26 Montague, TX
10/10 Decatur, TX
10/24 Euless, TX
Info 817/346-1132

Oklahoma Cross Country Assn. Series

9/26 Oklahoma City, OK
10/10 Stillwater, OK
10/24 Braggs, OK
11/7 Oklahoma City, OK
Info 405/386-6088

WSMC/Willow Springs Road Race Series

9/18-19 Rosamond, CA
10/16-17 Rosamond, CA
11/20-21 Rosamond, CA
12/18-19 Rosamond, CA
Info 805/256-1234

ATA C'ship Observed Trials Series

10/3 Corral Canyon, CA
10/31 Lucerne Valley, CA
11/28 Lucerne Valley, CA
Info 213/259-6631

Southeastern Trials Riders Assn. Series

9/25-26 Griffin, GA
10/23-24 Newman, GA
11/13-14 Belvedere, TN
Info 615/842-8288

AFM Road Race Series

9/25-26 Sonoma, CA
10/10 Sonoma, CA
Info 510/537-8208

Nor Cal YSR C'ship Series

9/19 Sacramento, CA
10/17 Sacramento, CA
11/17 Sacramento, CA
Info 916/485-9200

CMRRA YSR Road Race Series

10/10 Perris, CA
10/30-31 Rosamond, CA
11/6-7 Bakersfield, CA
11/14 Palomar, CA
12/11-12 Perris, CA
Info 714/891-0187

CMC Trans-Cal MX Nat'ls

9/19 O Eugene, OR
9/19 N Carson City, NV
9/25 N Marysville, CA
9/26 S Adelanto, CA
9/26 O Albany, OR
10/2 -3 Final Adelanto, CA
Info 619/246-7262

WMRRA Road Race Serie

10/3 Bremerton, WA
10/24 Seattle, WA
Info 206/972-4499

WRA Road Race Series

11/6-7 Bakersfield, CA
11/20-21 Las Vegas, NV
Info 209/723-9454

MRA Road Race Series

9/18-19 Steamboat Springs, CO
10/3 Second Creek, CO
Info 303/530-5678

GFI Racing North Battle of the 90s Fall MX Series

9/19 Brentwood, CA
9/26 Los Banos, CA
10/3 Oakdale, CA
10/10 Hollister, CA
10/17 Brentwood, CA
10/24 Carnegie, CA

SEPTEMBER

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

SUBSCRIBE TODAY!
800-831-2220

STARWEST SUPERCROSS PARK
Lake Perris Fairgrounds
Moreno Valley California
Sat., Sept. 18- Starwest Night MX (No Lic. Req.)
Sat., Sept. 25- Starwest Night MX (No Lic. Req.)
Sat., Oct. 2- Starwest Night MX (No Lic. Req.)
Gates Open Sat. 3 p.m., Practice 4:30 p.m., Race at 6
Open Practice:
Every Tues. 9a.m.-2p.m., 4p.m.-10p.m.
Every Saturday 9a.m. - 1p.m.
New Pee Wee Track Available
Info Call: 714-855-2707

MOTOWEST RACING ENT. (408) 238-8208

Sun., Oct. 10		Hollister Hills
Sun., Nov. 7	Rnd. 8 - Hi-Point	Metcalf Park
Sat., Nov. 21	Rnd. 9 - Hi-Point	Carnegie
Sat., Nov. 28	Rnd. 10 - S.R.V.A.	Hollister Hills

GFI - MOTOCROSS

$$ CASH PAID $$
USED STREET BIKES
BERT'S MOTORCYCLES
818-334-1288/818-334-2926

GLEN HELEN

Sat., Sept. 18 & 19	No MX Practice
Sat., Sept. 25	Speedway State Championships (Pin Night)
Sun., Sept. 26	GHR Championship Motocross Series
Sat., Oct. 2 & 3	Glen Helen Grand Prix and Expo

Track Watered and Prepped
Thurs. Open MX Practice Two Tracks
8 a.m. to Dusk
GP Track Re-Prepped From 1pm-2pm
Sat. Open MX Practice Two Tracks
GP Track - 8:00 a.m. to 12:00 p.m.
MX Track - 8:00 a.m. to 5:00 p.m.
Sun. Open MX Practice
8:00 a.m. to 5:00 p.m. on MX Track
Except Sand Drag or MTEG Weekends
INFO: (909) 880-1733

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PRAIRIE DOGS PRESENTING MC CLUB

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10 Miles Long!

COURSE DESIGNED BY:

MALCOLM SMITH

BRAND NEW TERRAIN, PLUS PAVEMENT !

FREE CAMPING !

DISTRICT 37 POINTS • 15% Trophies •

OCT. 2nd & 3rd 1993

Entry Information call: Doug Mohr (714) 898-4599

Vendor & Expo info call: Gene Romero (714) 529-6054

Want to go racing!? Check the Cycle News calendar section.

LACR Los Angeles County Raceway

Palmdale, CA 93550

Info: (805) 272-8889

1993 Happenings At The Motocross Track

Sat., Sept 18	Practice
Sat., Sept 18	Night OTMX,OTHG MX
Sun., Oct 3	AHRMA Reg., CZ World C'ships

Wed. Night Prac. 4 p.m.-9 p.m. • Sat. Prac. 9 a.m.-2 p.m.

Weekly Practice Coming Soon

TEMECULA MotorSports PARK

Fri., November 26 - Open Practice 9am-6pm

Sat., November 27 - Open Practice 8am-1pm

Sun., November 28 - CMC Mfrs/Dealer Challenge

For Race Info, Call (619) 246-7CMC

Winchester at Diaz Rd., Temecula, CA

Overnight Camping Available

CASTAIC LAKE, CA Race Track

OPEN MOTO-X PRACTICE

TUESDAYS AND THURSDAYS - 2PM TO DUSK

$12 PER RIDER, INCLUDES PARKING

SPECTATORS FREE • $10 MEMBERSHIP REQ'D

INFO: Shane Trittler Promotions (805) 294-0020

SPEEDWAY RACING

Every Friday Night

OC Fairgrounds / Costa Mesa, CA

Sept 17	Coors Dry U.S. National Qualifier
Sept 24	25-Lap Classic (End of Regular Season)
Oct 2	Coors Dry US Nat'l Championship

Info: (714) 492-9933

GFI RACING (909) 371-3434

Sat., Sep. 18	GFI "Dollar Day" Morning MX	Perris
Sat., Sep. 18	GFI at Night MX	Perris
Sat., Sept. 25	GFI at Night MX	Perris

A RIDER FOR THE RIDERS

DOUBLE CROSS RACING

Oct. 10	G.P.	Sunrise
Nov. 14	G.P.	Sunrise
Dec. 5	G.P.	Glen Helen

INFO: (714) 371-6333

NMA

REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION

(714) 855-1602

(310) 868-8112

P.O. Box 46

NORWALK, CA 90650

National Motosport Association

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BERTUS

JAWA - CZ

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SUBSCRIBE TODAY!

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CRC CALIFORNIA RACE SCHEDULE

100% PRO PAYBACK

Sun, Sept 19	MX	LACR
Sun, Sept 26	MX	LACR
Sun, Oct 3	MX	Star West
Sun, Oct 10	GP "Gremlin"	Glen Helen
Sun, Oct 17	MX	LACR
Sun, Oct 24	MX	LACR

3 Tracks, Pee Wee - 60 & 80 - Motorcycles

9 a.m. - 2 p.m. Every Sat. - LA County Raceway

CRC Info (805) 272-8889

SRA GP California Schedule

Members — Non Members

October 24 Carlsbad

November 21 Glen Helen

December 12 Carlsbad

Toys for Tots G.P.

Info (714) 957-2985

RACE GLEN HELEN

If It's A Race, We're The Place !

CALENDAR

OCTOBER						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

*Denotes Pro Payback

September 17

ARIZONA TT SCRAMBLES
Whiplash Motorsports. Thrasherland, Phoenix. Info 602/280-9081.
CALIFORNIA MOTOCROSS
Fall C'ship. Sacramento Raceway, Sacramento. Info 916/363-2653 or 363-2645.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
DELAWARE MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/289-2100.
NEW YORK ROAD RACE
USCRA. Vintage. Bridgehampton, L.I. Info 603/239-6778.
NORTH CAROLINA SHORT TRACK
Dixieland Speedway, Elizabeth City. Info 919/335-7412 or 804/489-2797.
OHIO MOTOCROSS
AMA/D-11/American Motorsports, Inc. Guernsey County Fair, Old Washington. Info 614/596-2057.
OHIO SHORT TRACK
• AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

September 18

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS SHORT TRACK/TT
• West Siloam Springs Speedway, Siloam Springs. Info 918/437-4657 or 501/524-9009.
CALIFORNIA MOTOCROSS
• GFI. Pioneer Speedway, Oakdale. Info 209/847-9538 or 544-1027.
CALIFORNIA TT SCRAMBLES
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.
CALIFORNIA SIDECAR ST
Super Sidecar Thunder Series/State C'ship. Madera. Info 916/577-4404.
CALIFORNIA MOTOCROSS
• Rojo Productions. Starwest Nite Series #6. Starwest SX Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA SAND DRAGS
USA Sand Drags. Glen Helen OHV Park, San Bernardino. Info 909/880-1733.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
ProSports USA Fall Series. Orlando MX Park, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
A Place to Race MX Park, Monroe. Info 404/267-4828.
GEORGIA MOTOCROSS
Calhoun SX, Calhoun. Info 404/943-4935.
IOWA MOTOCROSS
• Midwest Masters of MX Series. Dallas County Fairgrounds, Adel. Info 515/285-6910.
KENTUCKY MOTOCROSS
• Edmonson County MX Raceway, Elizabethtown. Info 502/286-8334.
MASSACHUSETTS ENDURO
NETRA C'ship Jr Enduro Series. Steerage Rock Jr, Brimfield. Info 203/875-5757.
MISSOURI MOTOCROSS
Dealers Choice Race. Sprout Patch Competition, Billings. Info 417/744-2593.
NEBRASKA SUPERCROSS
• Cornhusker MX Circuit/High Plains MX Assn. Morrill County Fairgrounds Arena, Bridgeport. Info 308/262-0929.
NEVADA DRAGS
NMRA/Coors Series. Las Vegas Speedway, Las Vegas. Info 805/944-5454.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
NORTH CAROLINA HALF MILE
Motorcycle Asphalt Racing Series. Carolina H-D Dealers Assn. Asheville. Info 803/626-7959.
OHIO SHORT TRACK/ SPEEDWAY
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO MOTOCROSS
AMA/D-11. Dirt Country MX Park, Blanchester. Info 513/791-8970.
OHIO MOTOCROSS
AMA/D-11/Action Sports Promotions. Nelsonville. Info 614/594-6686.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
PENNSYLVANIA MOTOCROSS
CRA. Pymatuning Holeshot Raceway, Linnesville. Info 814/683-5655.
PENNSYLVANIA SHORT TRACK
Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE SHORT TRACK
Memphis Motorsports Dirt Trax, Millington. Info 901/353-6118.
TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info 615/573-5425 or 986-1617.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info 210/663-6419 or 521-2069.
WISCONSIN DRAGS
NHRA Jr Drag Racing League. Great Lakes Dragaway, Union Grove. Info 818/914-4761.

September 18-19

CALIFORNIA ROAD RACE
• Willow Springs Int'l Raceway, Rosamond. Info 805/256-1234.
CALIFORNIA MINI RACE
CMMC Mini Nat'ls. Barona Raceway, Ramona. Info 619/561-9016.
FLORIDA ROAD RACE
• AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
ILLINOIS SHORT TRACK
AMA. Lamione Ramblers M.C., Macomb. Info 309/837-9436.
INDIANA DRAGS
• AMRA 7th Annual All Harley Drags Nat'l. US 41 Int'l Dragway, Morocco. Info 219/285-2200.
NEW YORK DUAL SPORT
AMA/Suzuki Dual Sport Trail Ride Series. Ithaca Dirt Riders. Brooktondale. Info 607/539-6149.
WASHINGTON MOTOCROSS
• CMC. Washington State C'ship. Mt. Baker M.C., Bellingham. Info 206/734-8295.

September 19

ALABAMA MOTOCROSS
• Blue Ribbon MX Park, Montgomery. Info 205/277-2001 or 265-0457.
CALIFORNIA ROUGH SCRAMBLES
AMA/D-36/Chicken Ranch Racing. Argyll Park, Dixon. Info 916/989-4938.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA SHORT TRACK
BRA Fall Series. Bakersfield Speedway, Bakersfield. Info 805/399-7877.
CALIFORNIA MOTOCROSS
• GFI Racing North Batle of the 90s. Sandhill Ranch, Brentwood. Info 209/673-8080.
CALIFORNIA YSR RACE
Rattlesnake Raceway, Prairie City OHV Park, Sacramento. Info 916/537-7141.
CANADA MOTOCROSS
MRA. Leamington Raceway, Leamington, Ontario. Info 313/289-2100.
COLORADO MOTOCROSS
SRAC Series. Colorado Springs. Info 303/933-7722.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
Dixie Motorcycle Sports. Hillbilly Hills, Roberta. Info 912/788-0413.
ILLINOIS TRIALS
Bloomington-Normal M.C., Wapella. Info 217/445-2536.
INDIANA MOTOCROSS
• AMA/D-15. Hoosier Hilltoppers M.C., Uniontown. Info 812/522-1522.
INDIANA MOTOCROSS
Haspin Acres Rec. Motor Park, Laurel. Info 317/698-2420 or 513/874-8400.
INDIANA HARE SCRAMBLES
Black Coal Classic. IN-IL-KY Enduro Riders, Lynnville. Info 812/423-2710.
IOWA ENDURO
IERA Series. Winterset. Info 515/795-3440.
IOWA MOTOCROSS
Berm Busters MX Park, Greenfield. Info 515/996-2798.
KENTUCKY MOTOCROSS
KTMXA. State Line MX, Murray. Info 502/759-1588.
KENTUCKY MOTOCROSS
Sheltowee Series #15. Daniel Boone MX Park, London. Info 606/877-1364.
KENTUCKY HARE SCRAMBLE
Eagle Creek M/C Park, Owenton. Info 606/472-3442.
MARYLAND MOTOCROSS
Antietam M.C., Hagerstown. Info 301/797-8686.
MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Jeffs Tr & Dual Sport, New Boston. Info 203/875-5757.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
MISSISSIPOPI ENDURO
SERA C'ship Series. Turkey Creek Enduro Club, Gatesville. Info 205/979-4542.
MISSOURI HARE SCRAMBLE
MO Hare Scramble C'ship Series. Canton. Info 314/392-2475.
MONTANA MOTOCROSS
• Billings MC. South Hills Clubgrounds or Sagebrush. Billings. Info 406/259-6611 or 259-6725.
NEBRASKA MOTOCROSS
• HPMA/Cornhusker MX Circuit. Aalliance. Info 308/762-6511.
NEVADA MOTOCROSS
• CMC Trans-Cal Series. Silver State Raceway, Carson City. Info 619/246-7262.
NEW JERSEY MOTOCROSS
• AMA/2nd Annual Garden State C'ship. Powerline Park, New Egypt. Info 908/752-7305.
NEW YORK SPEEDWAY
Champion Speedway, Owego. Info 607/625-2894 or 723-2387.
NEW YORK HARE SCRAMBLES
NETRA C'ship Series. Stateline, Petersburg. Info 203/875-5757.
NEW YORK MOTOCROSS
AMA/D-34. Ace MX, Modena. Info 518/828-6149.
NEW YORK SHORT TRACK
AMA. Terry Buzzard Northup Memorial. Electric City Riders M.C., Schenectady. Info 518/374-7979.
NORTH CAROLINA MOTOCROSS
D-29 Ultra Series. Devil's Ridge MX, Sanford. Info 919/776-2412.
NORTH CAROLINA HARE SCRAMBLE
Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA TRIALS
Fairview Trials Club/Carolina Virginia Observed Trials Club. Follow Signs, Fairview. Info 704/628-2494.
OHIO MOTOCROSS
AMA/D-11/KMA. Frankfort Old Towne Park, Frankfort. Info 614/775-4694.
OHIO DIRT DRAGS
• Morristown Raceway Park, Morrison. Info 614/782-1015.
OHIO MOTOCROSS
D-12/CMCA. Glass City M.C. Delta Motorsports Park, Delta. Info 419/666-8413.
OHIO HARE SCRAMBLE
CRA. Broken Spokes, New Philadelphia. Info 216/339-9265.
OHIO MOTOCROSS
CRA. Western Reserve M.C., Salem. Info 216/337-8077.
OKLAHOMA ENDURO
RMEC Series/Black-Jack Enduro Circuit. Stillwater. Info 307/742-4136.
OREGON MOTOCROSS
• CMC Trans-Cal Series. Eugene MX, Eugene. Info 503/484-5217.
PENNSYLVANIA ENDURO
AMA/ECEA/D-4. Valley Forge Trail Riders, Brandonville. Info 215/827-1033.
PENNSYLVANIA MOTOCROSS
The Challenger, Jacksonville. Info 412/726-5494.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX, Fredericksburg. Info 717/273-1180 or 273-9212.
TENNESSEE MOTOCROSS
• AMA. Christiana Raceway, Christiana. Info 615/896-3245.
VIRGINIA HARE SCRAMBLE
VA H.S. C'ship Series. Soney Broke, Middlebrook. Info 804/255-4620.
VIRGINIA MOTOCROSS
• AMA. Pro Sport MX, Wytheville. Info 703/228-3118 or 615/323-5497.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV Park, Richland. Info 509/837-3595.
WEST VIRGINIA CROSS COUNTRY
AMA Wiseco/Yamaha/Dunlop Nat'l C.C. Series. Hardrock GNCC, Bunner Ridge. Info 614/891-2425.

September 20

OHIO MOTOCROSS
AMA/D-12/American Motosports, Inc. Tuscarawas County Fair, Dover. Info 614/596-2057.

September 21-25

UTAH SPEED RUNS
Utah Salt Flats Racing Assn. 7th World of Speed Week. Bonneville Salt Flats, Salt Lake City. Info 801/785-5364.

September 23

DELAWARE MOTOCROSS
DE Motor Sports, Inc. Seaford Speedway, Seaford. Info 302/335-4386.

September 24

CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
Fall C'ship #4. Sacramento Raceway, Sacramento. Info 916/363-2653 or 363-2645.

DELAWARE MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/289-2100.
NORTH CAROLINA SHORT TRACK
Dixieland Speedway, Elizabeth City. Info 919/335-7412 or 804/489-2797.
OHIO SHORT TRACK
• AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
TENNESSEE MOTOCROSS
Dallas Ricker Complex, Greeneville. Info 615/234-0772.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

September 25

ALABAMA SUPERCROSS
• Warrior SX, Warrior. Info 205/841-7538 or 669-4572.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS SHORT TRACK/TT
• West Siloam Springs Speedway, Siloam Springs. Info 918/437-4657 or 501/524-9009.
CALIFORNIA TT SCRAMBLES
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.
CALIFORNIA MOTOCROSS
• GFI. Pioneer Speedway, Oakdale. Info 209/847-9538.
CALIFORNIA SHORT TRACK
Dirt Sports Promotions. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
CALIFORNIA MOTOCROSS
• Rojo Productions. Starwest Night Series. Starwest SX Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA DESERT RACE
Superstition C'ship Series/Budweiser/FRT. Plaster City East, Imperial County. Info 619/427-5759.
CALIFORNIA SPEEDWAY
State C'ship. Glen Helen Raceway, San Bernardino. Info 909/880-1733.
CALIFORNIA MOTOCROSS
• CMC Trans-Cal Series. Riverfront Park, Marysville. Info 619/246-7262.
CANADA MOTOCROSS
MRA. Leamington Raceway, Ontario. Info 313/289-2100.
FLORIDA MOTOCROSS
ProSports USA. Fall Series. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA SHORT TRACK
Bay County Speedway, Youngstown. Info 904/784-4787.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
Calhoun SX, Calhoun. Info 404/943-4935.
KENTUCKY MOTOCROSS
• Edmonson County Raceway, Elizabethtown. Info 502/286-8334.
MARYLAND SHORT TRACK
Balto. County Trail Riders Assn. Budds Creek Speedway, Potomac. Info 410/692-2753.
MINNESOTA SHORT TRACK
• AMA/VDTRA. Kandiyohi County Fairgrounds, Willmar. Info 612/593-1283.
NEW YORK MOTOCROSS
LISC. Bridgehampton Motorsports Park, Bridgehampton. Info 516/728-7727.
NORTH CAROLINA MOTOCROSS
• Silver Creek MX Park, Morganton. Info 704/584-0776.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO MOTOCROSS
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/791-8970.
OHIO SHORT TRACK/ SPEEDWAY
Bar Creek Speedway, Canton. Info 216/837-5694.
OHIO MOTOCROSS
AMA/D-11/American Motorsports. Delaware County Fair, Delaware. Info 614/596-2057.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
PENNSYLVANIA MOTOCROSS
CRA. Pymatuning Holesho Raceway, Linnesville. Info 814/683-5655.
PENNSYLVANIA MOTOCROSS
Traill-Way Speedway, Hanover. Info 717/359-4310.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info 803/757-4226.
TENNESSEE ARENACROSS
3rd Annual TN State AX C'ship Series/Paris Dirt Trackers. Paris/Henry County Fairgrounds, Paris. Info 901/642-0511.
TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info 615/573-5425 or 986-1617.
TENNESSEE SUPERCROSS
• AMA. App Fair, Gray. Info 615/323-5497.
UTAH ROAD RACE
USBA Sprints #7. Bonneville Raceway, Salt Lake City. Info 801/535-4625.
WISCONSIN DRAGS
NHRA Jr Drag Racing League Series. Great Lake Dragaway, Union Grove. Info 818/914-4761.

September 25-26

GEORGIA TRIALS
SETRA C'ship Series. Griffin. Info 615/842-8288.
IDAHO MOTOCROSS
EIMA Series. Twin Lakes MX Park, Preston. Info 208/524-5831.
ILLINOIS HARE SCRAMBLES/ GRAND PRIX/MOTOCROSS
AMA/D-15 & 17. Lincoln Trail Motorsports Off Road Riding Park, Casey. Info 217/932-2041.
INDIANA DUAL SPORT
AMA/Suzuki Dual Sport Trail Ride Series. Stoney Lonesome M.C., Columbus. Info 812/376-9469.
IOWA TRIALS
All Iowa Trials Riders Assn. Marshalltown. Info 515/753-7317.
MICHIGAN MOTOCROSS
• AMA Dirt hirts Fall Classic Series. Red Bud Track N Trail, Buchanan. Info 813/894-0439.
MICHIGAN MOTOCROSS
• D-14. Mustang Acres, Brighton. Info 313/229-9719.
NEVADA TRIAL
AMA/PITS. Plus Vintage. Moon Rocks OHV area, Sparks. Info 209/293-4768.
OREGON ROAD RACE
OMRRA Series. Portland Int'l Raceway, Portland. Info 503/221-1487.
WASHINGTON TOUR
Holy Family Foundation Tour des Lacs. Spokane. Info 509/482-2588 or 800-835-8841.

September 26

ARIZONA GRAND PRIX
GFI Arizona/Whiplash Motorsport. Thunder Valey Raceway, Mayer. Info 602/437-5411.
ARIZONA MOTOCROSS
GFI Arizona. Mountain View Raceway, Tucson. Info 602/437-5411.
CALIFORNIA MOTOCROSS
GFI Racing North Battle of 90s Fall Series. Los Banos Fairgrounds, Los Banos. Info 209/673-8080.
CALIFORNIA ROUGH SCRAMBLES
• AMA/D-36/Abnormal Promotions. Northern CA C'ship Rough Scrambles Series. Stockton Fairgrounds, Stockton. Info 209/838-3200.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC Trans-Cal Series. Sunrise Valley Raceway, Adelanto. Info 619/246-7262.
COLORADO MOTOCROSS
Yampa Valley Sportsmen Riders Club, Craig. Info 303/824-7238.
COLORADO MOTOCROSS
SRAC Series. Pueblo. Info 303/933-7722.
CONNECTICUT MOTOCROSS
NESC C'ship Series. Central Village. Info 413/772-0685.
COLORADO ENDURO
RMEC Series. Buena Vista. Info 307/742-4136.
DELAWARE MOTOCROSS
Delaware Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
• AMA/WorldSports. 11th Annual Florida Gold Cup C'ship Series. Gatorback Park, Gainesville. Info 813/894-0439.
FLORIDA DRAGS
ProStar Sportsman Regional. DeSoto Memorial Dragway, Bradenton. Info 609/768-4624.
FLORIDA MOTOCROSS
Wausau MX, Wausau/Chipley. Info 904/638-1012.
IDAHO MOTOCROSS
Fossil bowl MX, Clarkia. Info 208/245-3608 or 245-4940.
ILLINOIS TT SCRAMBLES
AMA/D-17. Central IL M.C., Neoga. Info 217/895-2816.
ILLINOIS SWAP MEET
J & P Promotions. 7th Annual Parts Extravaganza. Belle-Clair County Fairgrounds, Belleville. Info 319/462-6011.
ILLINOIS ENDURO
Cahokia Creek Dirt Riders, White City. Info 217/627-2459.
IOWA MOTOCROSS
AMA. Stateline Trailriders Assn. Lamoni MX Park, Lamoni. Info 515/784-6121.
IOWA HARE SCRAMBLES
IERA Series. Thurman. Info 515/795-3440.
KANSAS HARE SCRAMBLES
KMSA Series. Westmoreland. Info 913/842-8272.
KANSAS MOTOCROSS
KMSA Series. Wichita. Info 913/842-8272.
KENTUCKY MOTOCROSS
• KORR C'ship Series. Green Acres GP MX, Marion. Info 316/636-5113.
MISSISSIPPI MOTOCROSS
Cedar Lake MX Park, Byhalia. Info 601/781-2645.
MONTANA MOTOCROSS
• Billings M.C. South Hills Clubgrounds, Billings. Info 406/259-6611 or 259-6725.
NEBRASKA MOTOCROSS
Cornhusker MX Circuit. Orleans. Info 308/928-2503.
NEW JERSEY MOTOCROSS
• Powerline Park, New Egypt. Info 908/752-7305.
NEVADA MOTOCROSS
AHRMA -West Regional MX. Old Timers MX Park, Fernley. Info 805/832-1955.
NEW YORK MOTOCROSS
AMA/D-34/Del-Ray Enterprises. Ace MX, Modena. Info 5198/828-6149.
NEW YORK HARE SCRAMBLES
NETRA C'ship Series. MJS Ridgerun II, S. Edmeston. Info 203/875-5757.
NEW YORK SPEEDWAY
Champion Speedway, Owego. Info 607/625-2894 or 723-2387.
NEW YORK HARE SCRAMBLES
AMA/NY State H.S. Series. Thunder Ridge, S. Edmeston. Info 716/335-6456.
NEW YORK MOTOCROSS
AMA/D-34/Delray Enterprises. Lembo Lake Park, Modena. Info 914/427-2248.
NEW YORK MOTOCROSS
AMA/CNYMRA. Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NORTH CAROLINA MOTOCROSS
• Ponderosa MX Park, Marshall. Info 704/645-3097.
NORTH CAROLINA MOTOCROSS
NAME Fall Series. Rolling Hills Cycle Park, Reidsville. Info 919/342-4492.
NORTH CAROLINA MOTOCROSS
D-29 Ultra Series. Top Gun, Iron Station. Info 704/596-6577 or 732-8200.
OHIO MOTOCROSS
D-12/MMDA Int'l MX/Glass City MC. Delta Motorsports Park, Delta. Info 419/666-8413 or 822-3286.
OHIO MOTOCROSS
CRA. Amherst Meadowlarks M.C., Amherst. Info 216/988-9100.
OHIO HARE SCRAMBLE
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OKLAHOMA CROSS COUNTRY
OCCRA Series. Motorcycle Raceway, Oklahoma City. Info 405/386-6088 or 390-8812.
OREGON MOTOCROSS
• CMC Trans-Cal Series. Albany SX Track Albany. Info 619/246-7262.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
PENNSYLVANIA HILLCLIMB
New England Hillclimbers Assn. Tyler Hill. Info 413/788-7406.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 8734.
RHODE ISLAND ENDURO
ECEA/NETRA C'ship Series. West Greenwich. Info 609/657-6338 or 203/875-5757.
TENNESSEE MOTOCROSS
• AMA. Hidden Acres MX, Kingsport. Info 615/245-4919 or 323-5497.
TENNESSEE MOTOCROSS
• AMA. Christiana Raceway, Christiana. Info 615/896-3245.
TEXAS CROSS COUNTRY
TCCRA Series. Montague. Info 817/346-1132.
UTAH ROAD RACE
USBA Series. 3-Hr. Endurance. Bonneville Raceway, Salt Lake City. Info 801/535-4625.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV Park, Richland. Info 509/837-3595.
WASHINGTON MOTOCROSS
MXNW Series. Washougal MX Park, Washougal. Info 503/673-1671 or 648-4555.

October 1

CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
Fall C'ship. Sacramento Raceway, Sacramento. Info 916/363-2653 or 363-2645.
DELAWARE MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
NORTH CAROLINA SHORT TRACK
Dixieland Speedway, Elizabeth City. Info 919/335-7412 or 804/489-2797.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

October 2

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA SHORT TRACK
J & J Speedway, Grand Bay. Info 205/666-7241.
ARIZONA MOTOCROSS
• GFI Arizona. Mountain View Raceway, Tucson. Info 602/437-5767.
ARKANSAS SHORT TRACK/TT
• West Siloam Springs Speedway, Siloam Springs. Info 918/437-4657 or 501/524-9009.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA TT SCRAMBLES
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA SHORT TRACK
Bay County Speedway, Youngstown. Info 904/784-4787.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
Calhoun SX , Calhoun. Info 404/943-4935.
KENTUCKY MOTOCROSS
• Edmonson County Raceway, Elizabethtown. Info 502/286-8334.
MINNESOTA SHORT TRACK
• AMA. Montgomery Speedway, Montgomery. Info 612/593-1283.
NEW YORK SHORT TRACK
Delray Enterprises. Lembo Lake Park, Modena. Info 914/427-2248.
NORTH CAROLINA MOTOCROSS
• Fall Series. Wilkes County MX Park, Lenoir. Info 704/758-4342 or 919/921-2322.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO SHORT TRACK/ SPEEDWAY
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO MOTOCROSS
CRA. Malvern MX Park, Malvern. Info 216/262-4945.
TENNESSEE MOTOCROSS
I-40 MX Park, Knoxville. Info 615/573-5425.
TENNESSEE MOTOCROSS
Dallas Ricker Complex, Greeneville. Info 615/234-0772.
TENNESSEE SHORT TRACK
Memphis Motorsports Dirt Trax, Memphis. Info 901/353-6118.

October 2-3

CALIFORNIA DUAL SPORT
AMA/Behr Services. Schaans Resort, Wilseyville. Info 415/367-1980.
CALIFORNIA MOTOCROSS
• CMC Trans-Cal Shootout. Sunrise Valley Raceway, Adelanto. Info 619/246-7262.
CANADA MOTOCROSS
MRA. Canada vs USA. Leamington Raceway, Leamington, Ontario. Info 313/289-2100.
KENTUCKY DRAGS
• AMRA 8th Annual North American All Harley Drags Final. Beech Bend Raceway Park, Bowling Green. Info 615/763-2241.
MICHIGAN MOTOCROSS
AMA/D-14. Baja Acres, Millington. Info 517/871-3356.
NEVADA MOTOCROSS
• Gold Nugget Series. Rounds 5 & 6. Gold Rush Moto Park, Carlin. Info 706/754-6248.
NEW JERSEY MOTOCROSS
• AMA Dirt Shirts Fall Classic Series. Raceway Park, Englishtown. Info 813/894-0439.
NEW YORK SHORT TRACK
• AMA/Classic Bike/AHRMA. Days of Glory Vintage Weekend. Nat'l C'ship Dirt Track Series. Cayuga County Fairgrounds, Weedsport. Info 914/356-4433.
OHIO DUAL SPORT
AMA/Suzuki Dual Sport Trail Ride Series. Enduro Riders Assn. McArthur. Info 614/444-9600.

October 3

ALABAMA ENDURO
SERA C'ship Series. Birmingham Trails & Trials, Jemison. Info 205/979-4542.
ARIZONA DESERT RACE
ADRA Int'l Racing Assn. 16th Annual Prescott Mountain 100, Prescott. Info 602/252-1900.
CALIFORNIA MOTOCROSS
• GFI Racing North Battle of 90s Fall Series. Pioneer Arena, Oakdale. Info 209/673-8080.
CALIFORNIA GRAND PRIX
Prairie Dog GP. Glen Helen OHV Park, San Bernardino. Info 909/880-1733.
CALIFORNIA MOTOCROSS
• CRC. Star West Park, Moreno Valley. Info 805/272-8889.
CALIFORNIA MOTOCROSS
AHRMA West Regional Series. L.A. County Raceway, Palmdale. Info 805/832-1955.
FLORIDA MOTOCROSS
• AMA 11th Annual Floorida Gold Cup C'ship. Dade City Raceway, Dade City. Info 813/894-0439.
IDAHO MOTOCROSS
Fossil Bowl MX, cLARKIA. iNFO 208/245-3608 OR 245-4940.
ILLINOIS TRIALS
Windy City Trials Club. Bley USA, Elk Grove. Info 708/437-0671.
IOWA ENDURO
IERA C'ship Series. Barlett. Info 515/795-3440.
KANSAS MOTOCROSS
KMSA C'ship Series. Great Bend. Info 913/842-8272.
KENTUCKY MOTOCROSS
Pendleton County Rec. Park, Gardnersville. Info 606/472-3442.
KENTUCKY MOTOCROSS
• Honda Backwoods Shootout. Daniel Boone MX Park, London. Info 606/877-1364.
KENTUCKY MOTOCROSS
• KORR C'ship Series. Sprockets II GP MX, Arkansas City. Info 316/636-5113.
MASSACHUSETTS ENDURO
NETRA C'ship Series. King Philip West Enduro, Wrentham. Info 203/875-5757.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Southwick. Info 413/772-0685.
MEXICO MOTOCROSS
• Too Much Fun Promotions. Cantamar Dunes, Rosarito, B.C. Info 011-52-661-22525.
NEBRASKA MOTOCROSS
Cornhusker Circuit. Palmyra. Info 308/928-2503.
NEW HAMPSHIRE TRIALS
NETA Observed Trials Series. Ware. Info 508/429-7675.
NEW JERSEY ENDURO
ECEA Series. Greenbank. Info 609/657-6338.
NEW MEXICO ENDURO
AMA/Prairie Dawg M.C/RMEC. Mile-High Enduro. Lincoln Nat'l Forest, Cloudcroft. Info 505/434-0454.
NEW YORK SHORT TRACK
• AMA. Electric City Riders, Schenectady. Info 518/374-7979.
NEW YORK MOTOCROSS
AMA/CNYNRA. Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NEW YORK ENDURO
AMA/AHRMA/Wayne County M.C. Fairville Fire Dept., Fairville. Info 315/331-6649.
NEW YORK SPEEDWAY
Champion Speedway, Owego. Info 607/625-2894 or 723-2387.
NEW YORK MOTOCROSS
AMA/D-34/Octoberfest. Ace MX, Modena. Info 518/828-6149.
OHIO MOTOCROSS
AMA/D-12/American Motorsport, Inc. Coshocton County Fair, Coshocton. Info 614/596-2057.
OHIO DIRT DRAGS
• Morristown Raceway Morristown. Info 614/782-1015.
OHIO HARE SCRAMBLE
CRA. Salem M.c., Salem. Info 216/482-2971.
OREGON MOTOCROSS
MXNW Pacific Coast C'ship Series. Clarks Branch MX, Roseburg. Info 503/673-1671.
OREGON MOTOCROSS
• CMC. OR State C'ship. Albany Supercross, Albany. Info 503/484-5217.
PENNSYLVANIA HARE SCRAMBLE
AMA/D-6. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340.
PENNSYLVANIA HARE SCRAMBLE
M & G Racing. Beaver Valley Raceway, Hookstown. Info 412/693-2880.
OHIO MOTOCROSS
CRA. Pymatuning Holeshot Raceway, Linnesville. Info 814/683-5655.
PENNSYLVANIA SHORT TRACK
Trail-Way Speedway, Hanover. Info 717/359-4310.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Camp Coker Motorsports Park, Society Hill. Info 803/378-4700.
TENNESSEE MOTOCROSS
KY-TN-MX Assn. T-N-T MX Park, Milan. Info 901/ 987-3029.
TEXAS ENDURO
Sabine Enduro Circuit. Cycleland Enduro, Nacogdoches. Info 903/845-3553.
TEXAS HARE SCRAMBLE
AMA/TX C'hip Series. Thunder Mountain, Jacksonville. Info 713/666-6483.
VIRGINIA HARE SCRAMBLE
VA C'ship Series. Blue Ridge Cycle Club, Martinsville. Info 703/632-5931.
WEST VIRGINIA CROSS COUNTRY
• AMA Wiseco/Yamaha/Dunlop GNCC Series. Forest Festival, Elkins. Info 614/891-2425.
WISCONSIN SWAP MEET
J & P Promotions. 9th Annual Parts Extravaganza. WI State Fair Park, Milwaukee. Info 319/462-6011.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

RESULTS

Motocross
Silver State Raceway
Carson City, NV
Aug. 20
By Joan Tiearney

50
Walt Williams Yam
60
Marshall Wright Hon
John Hanks Kaw
80 9-11
Justin Scullen Kaw
Derek Biagini Kaw
Brian Foster Hon
80 12-13
Thomas Miller Hon
Matt Buyten Hon
Zeb Armstrong Kaw
Lukas Loyd Kaw
Wes Cohelan Kaw
80 14-16
Jacob Wilcox Yam
Steven Marty Hon
Cody Killam Hon
Braden Riley Hon
125 BEG
Jason Anderson Suz
125 JR
Joe Machado Hon
Doug Payne Suz
Brad Grimm Suz
Jake Fisher Kaw
Curtis Clowdus Suz
250 INT
Justin Tiearney Hon
Joey Schultz Hon
Jim Severt Hon
125/250 PRO
Shane Esposito Hon
Scott Stillmock Hon
Sven Stillmock Hon
Kenny Lash Hon
250 BEG
Eric Sireika Kaw
Steve Day Yam
Kim Funke Kaw
Curtis Weethee Kaw
Marc Magnus Hon
250 JR
Ray Marshall Yam
Jim Fry Hon
Tom Lynn Suz
Daren Shoop Hon
Greg Muto Hon
VET JR
Robbie Huntoon Hon
VET PRO
Rod Ginn Hon
Rich Thorwaldson Hon
Randy Appleton Suz
Eric Schact Suz
UTH
Jim Fry Hon
Layne Kolbet Hon
Bill rose Yam
Paul McPhail Suz
OT
Pat Dunlop Hon
Robert Colelan Yam
Tom Muto Hon
K.C. Moser Suz

Motocross
MORA
Bloomingdale, MI
Aug. 28
By Justin Blake

AUTO STK
Brandon Bonine Yam
Grant Moreland Yam
Carl Schaffer Yam
Nicholas Holmberg Itj
Wayne Leach Yam
60 7-11
Gerard Coulombe Kaw
Jason Roberson Kaw
Derek Roach Kaw
Grant Moreland Hon
80 7-11
Derek Roach Kaw
William Doorlag Kaw
80 12-15
Nathan Miller Suz
Brett Smith Hon
Jason Mazei Kaw
Jason Jordan Kaw
Tony Bentley Jr. Hon
80 C 12-15
Richard Watson Suz
Chris Ockert Kaw
Traverse Fuller Suz
Steve Vandevoren Kaw
Jamie Beckett Yam
125 12-15
J.D. Collins Kaw
Leroy Magoon Kaw
Kevin Dewey Kaw
Ben Furrow Suz
Joseph Woodring Kaw
40+
Robert Chapman Hon
125 A
Kirt Deboer Kaw
125 B
Jeremiah Slayton Suz
Joseph Woodring Kaw
125 C
Chad Cooper Kaw
Richard Bristol Suz
William Butterworth Jr. Hon
Bryan Marsh Kaw
Casey Thompson Hon
250/OPEN A
Brad Kress Kaw
Jason Bigelow Kaw
250/OPEN C
Mark Engle Hon
Douglas Goodrich Hon
Lee Burnett Yam

Motocross
MORA
Bloomingdale, MI
Aug. 29
By Justin Blake

50 AUTO STK
Wayne Leach Yam
Grant Moreland Yam
Carl Schaffer Yam
50 AUTO MOD
Russell Bohlinger Yam
2. Jacob Marsack Yam
Corey Hoover Yam
60 7-11
Henry Wiles Kaw
Daniel Considine Kaw
Damion Spencer Kaw
Tom McDiarmid Kaw
80 7-11
Joshua Woods Kaw
Jeremy Brown Kaw
Randall Woodring Hon
Joshua Knight Kaw
Henry Wiles Kaw
80 12-15
Chris Considine Kaw
Nicholas Wey Kaw
Jason Mazei Kaw
Nathan Miller Suz
Jason Jordan Kaw
80 C 12-15
Chris Gallt Kaw
Steve Vandevoren Kaw
Traverse Fuller Suz
Chris Ockert Kaw
Richard Watson Suz
125 12-15
J.D. Collins Kaw
Corey Whitaker Suz
Leroy Magoon Kaw
Kevin Dewey Kaw
Jason Jordan Kaw
16-24
Sydney Gallt Hon
Clint Summer Hon
25+
Bradley Miller Kaw
30+
George Fanelli Hon
David Mack Kaw
Jim Marsack Suz
Jeff Schaffer Yam
Mitch Giulietti KTM
40+
Ronald Sage Hon
Alan Bowman Hon
125 A
Matt Maximoff Suz
Kirt Deboer Kaw
Allen Horne Suz
Andrew Retberg Kaw
125 B
J.D. Collins Kaw
Brian Roush Suz
John Kidd Suz
Clint Summer Hon
Jeremiah Slayton Suz
125 C
Michael Cole Kaw
Chad Cooper Kaw
Lee Misak Yam
Bryan Marsh Kaw
Robert Root CZ
250/OPEN B
Phillip Hoffman Suz
250/OPEN C
David McClellen Hon
Mark Franklin Kaw
Sydney Gallt Hon
Mark Engle Hon
Steve Esselink Kaw
PRE-'74
Tim Bowers KTM
David Starr Yam
Jeffrey Hill Yam
Mark Melson Hus
Thomas Lee BSA
PRE-'81
Ron Sarnik Yam
James Justin Mai
Jeffrey Doneth Yam
Christopher Ruth Yam
Larry Kubes Mai
PRE-'88
Don Claerhout Mai
Robert Gilroy Kaw

Motocross
Mosier Valley
MX Park
Euless, TX
Aug. 27
By Claudine Cordray

50
Andy Folbre Yam
Jeremy Coffman Yam
C.T. Dickey Yam
Andrew Jansing Yam
Adam Reson Yam
60 NOV
Dusty Fountain Kaw
Scott Trimble Kaw
Bradley Young Yam
Tommy Gunning Kaw
Brian Dahlgren Kaw
80 BEG
Ryan Wallace Kaw
Rod Scholting Suz
Kevin Graham Kaw
Chris Smith Yam
Jerrod Scheel Yam
80 JR
Dusty Fountain Kaw
Nathan Hale Kaw
Chadd Kawata Kaw
Scott Trimble Suz
Sean Halpin Hon
80 SR
Charley Bogard Suz
Travis Williams Kaw
Daniel Patton Kaw
Chad Bivins Kaw
Matt Lineman Kaw
80 OPEN
Charley Bogard Suz
Aaron Seldon Suz
Daniel Patton Kaw
Zack Christian Suz
Dusty Dahir Kaw
125 BEG
Ben Gary Kaw
Landon Griffin Hon
Jason Haggard Hon
Scott Scholting Suz
Boy Boy Scheel Suz
125 NOV
Chris Cadieux Kaw
Tim Weyandt Yam
Robbie Walker Suz
125 OPEN
Chris Safrit Suz
Tim Weyandt Yam
Scott Scholting Suz
250 BEG
David Howard Kaw
Jimmy Blotz Suz
John Mulder Hon
Jason Edwards Hon
Charlie Foster Hon
250 NOV
Russ Schooley Kaw
Josh Whitaker KTM
Tommy Dickey Yam
Robert Densford Yam
25+
Russ Chooley Kaw
Dale Milner Kaw
Tommy Dickey Yam
Craig Hancock Yam
30+
Tommy Gresham KTM
John Krawczyk KTM
Johnny Mayhew Hon
Joe Nicholson Yam
INT
Brian Townsend Yam
Michael Gage Hon
Shane Williams KTM
EX
Clay Hoenshell Suz
Todd Bates Kaw
Chris Daubitz Kaw
Matt Feil Suz

Drag Race
Gateway All
Harley Drag Nat'ls
Gateway Int.
Raceway
Fairmont City, IL
Aug. 21-22

TF/SE
Mike Romine
Steve Moore
P/F
Doc Savage
Bob Totty
T/G
Bob Taft
Gary Stroud
P/S
Rob Korn
Mark Pany
M/FL
Larry LeVeque
Orville Kline
SM/FL
Paul Wiers
Neil Burgan
M/XL
Bobby Pettit
Jan Downing
SM/XS
Tony Rodriguez
Sharon Garrison
D
Carleton Rutt
Steve Gaskill
H/S
Robert McAllister
Danny Arnold
T
Billy Lockhart
Doyle Parker
SS/FL
Andy Romness
Don Jodry
SS/XL
Wallace McVey
Steve Carnes
S/A
Bruce Lyons
Bruce Fase
S/B
Jim Dhanse
Don Alexander
E
Clay Errat
Gordon Kern

Road Race
WERA
Gateway Int.
Raceway
Fairmont City, IL
Sept. 5

B S/STK EX
Kevin Rentzell Suz
Dean Hayes Hon
Mark Junge Suz
Dan Wade Suz
James Eric White Suz
B PROD NOV
Shane Clark Hon
Greg Barr Hon
Monte Sheperd Suz
Terry McCann Hon
Terry Logan Hon
U/L TW EX
Thornton McPheeters Apr
F. Lee Van Norman III Hon
Harold Wilson Kaw
U/L TW NOV
Scott Martin Hon
Richard Legg Hon
Nancy Dewar Hon
Chuck Pass Hon
Eric Jakobsson Yam
D PROD NOV
Richard Breeding Yam
Jim Vancil Yam
Guy Roush Yam
A S/STK EX
Kevin Rentzell Suz
Dean Hayes Hon
Patrick Ludwig Hon
A PROD NOV
Shane Clark Hon
Greg Barr Hon
Monte Sheperd Suz
Terry McCann Hon
Jay Hollman Kaw
F-2 EX
Andrew Perkins Hon
Joseph Kniesly Yam
Dan Ledford Yam
Harld Wilson Kaw
F-2 NOV
Mike Messer Yam
Pete Hall Yam
Richard Breding Yam
Scott Martin Hon
Jim Vancil Yam
C PROD NOV
Kenneth Melville Yam
Terry McCann Hon
Steven Burkett Hon
Terry Logan Hon
Eric Black Hon
C S/STK EX
Reuben Frankenfield Hon
Dean Hayes Hon
Kevin Rentzell Suz
William Sweeney Yam
Darnell Dorsey Hon
F-CLBMN EX
Thornton McPheeters Apr
John Hodgkiss Yam
Mike Comfort Hon
F-CLBMN NOV
Chuck Pass Hon
Nancy DeWat Hon
Hannes Boehmer Yam
Roy Perry Hon
James Kelly Kaw
B S/BK EX
Chad Steven Bynum Hon
Dan Wade Suz
James Eric White Suz
Eric Smith Suz
Mark Oldham Suz
B S/BK NOV
Ray Litton Kaw
Stephen Chambers Yam
Scott Carver Yam
Chris Owens Suz
Randy Mills Yam
D S/BK EX
F. Lee Van Norman III Hon
Joseph Kniesly Yam
Dan Ledord Yam
Harold Wilson Kaw
D S/BK NOV
Richard Breeding Yam
Jim Vancil Yam
Richard Legg Hon
Mark Page Yam
Hannee Boohmer Yam
F-1 EX
Andrew Perkins Hon
Matthew Machaca Suz
James Eric White Suz
Mark Oldham Suz
Geoffrey Wilson Suz
F-1 NOV
Mike Messer Yam
Ray Litton Kaw
Monte Sheperd Suz
Samuel Mullister Yam
Chris Owens Suz
C S/BK EX
Chad Steven Bynum Hon
William Sweeney Yam
Ramon Vasquez Jr. Hon
Curtis Talbert Yam
Gaines Desloge Suz
C S/BK NOV
Kenneth Melville Yam
Terry McCann Hon
Stephen Chambers Yam
Eric Black Hon
Randy Mills Yam

Road Race
WERA
Nelson Ledges
Nat'l Sprints
Warren, OH
Sept. 5

A S/STK EX
Paul Rohall Yam
Barry Rompella Hon
Brian Beverage Kaw
Jeff James Hon
Robert Elston Yam
A PROD NOV
Christopher Haldeman Hon
Charles Otis Yam
Ed Hoffman Hon
Jim Dugan Hon
Ernie Velasco Suz
D PROD NOV
Richard Bair Yam
Michael Hausknecht Yam
Matt Frimel Yam
Mike Lyle Kaw
F-CLBMN EX
Donald Fine Suz
William Welch Suz
C S/STK EX
Darryl Saylor Hon
Jeff James Hon
Evan Semoff III Hon
Rich Graver Suz
Robert Elston Hon
C PROD NOV
Charles Otis Yam
Christopher Haldeman Hon
Bob Utegg Hon
Christian Voleko Yam
Brent Kemble Hon
U/L TW EX
Michael Tiberia M-G
Brian Kohl H-D
Donald Fine Suz
William Welch Suz
Christopher Kallfelz Hon
U/L TW NOV
Brian Surtees Yam
Mike Lyle Kaw
Thomas Hughey Yam
Michael Lighton Yam
Lance Ribeiro Kaw
B PROD NOV
Christopher Haldeman Hon
Bob Utegg Hon
Christian Voleko Yam
Greg Leffler Kaw
Brent Kemble Hon
B S/BK EX
Brian Beverage Kaw
Barry Rompella Kaw
Darryl Saylor Kaw
Evan Semoff III Hon
F-1 EX
Barry Rompella Hon
David Kubik Suz
Rex Miller Kaw
John Lopez Suz
Robert Elston Yam
F-1 NOV
Curt Utegg Kaw
Daniel Bailey Kaw
Scott Compton Suz
Ernie Velasco Suz
Brian Shute Suz
D S/BK EX
Jari Wallach Yam
Matt Manspeaker Yam
Neil Barker Yam
Craig Shores Yam
D S/BK NOV
Richard Bair Yam
Michael Hausknecht Yam
William Harrison Yam
Brian Surtees Yam
Thomas Hughey Yam
B S/BK NOV
Christopher Haldeman Hon
Curt Utegg Kaw
Donald Padilla Suz
Daniel Bailey Suz
Greg Leffler Kaw
B S/BK EX
David Kubik Suz
Rex Miller Kaw
Rodney Holcomb Hon
Phillip Chapin Yam
C S/BK EX
Darryl Saylor Hon
Phillip Chapin Yam
Rodney Holcomb Hon
Jari Wallach Yam
Evan Semoff III Hon
C S/BK NOV
Christopher Haldeman Hon
Rodney bundschuh Hon
Scott Campbell Hon
Robert Gozdur Hon
Brent Kemble Hon
F-2 EX
Jari Wallach Yam
Matt Manspeaker Yam
Greaig Shores Yam
Neil Barker Yam
F-2 NOV
Michael Hausknecht Yam
Richard Bair Yam
Brian Surtees Yam
Thomas Hughey Yam
William Harrison Yam

Motocross
Budds Creek
MX Park
Budds Creek, MD
Sept. 5
By Caryl Pigg

VET B
Larry McGuin Hon
A. Bova Hon
G. Jones Hon
D. Graumann Hon
T. Crayton Hon
25+ A
Tim Schmelyun Kaw
Joe Marini Hon
Mike Crocker Hon
J.J. Dean Kaw
Michael Morgan Yam
25+ B
M. Smith Hon
D. Delore Hon
R. Lockard Kaw
D. Canesi Suz
Greg Guarnera Hon
125 B
Gary Dingas Suz
Jonathan Steele Hon
Larry Tyler
Tim Buckley Hon
Joe Caruso Suz
OPEN B
Daniel Delore Hon
Quinton Mise Hon
Kerry Paffenberger Hus
Bill Smith Hon
250 B
Gary Dingas Suz
Jonathan Steele Hon
Larry Tyler Hon
Tim Buckley Hon
Tim Buckley Hon
Joe Caruso Suz
125 C
J. Smith Kaw
E. Valverde Kaw
S. Farmer Hon
T. Japanero Kaw
J. Bradford Hon
250 C
E. Ellis Yam
Carey Cropp Yam
K. Hadel Suz
E. O'Brien Jr. Hon
D. Bassford Kaw
VET A
Tim Schmelyun Kaw
Todd Stith Kaw
Ferrell McCollough Yam
Ed Childs Kaw
Jedd Mercer Hon
SR
Brian Batterson Yam
2. Wayne Sody Kaw
P. Tsakanikos Suz
Michael Keane Kaw
Cullen Hornes KTM
125 A
John Mock Kaw
Shaun Rothstein Hon
Edgar Davis Hon
Kurtis Barron Kaw
Roy Bowlin Suz
250 A
Jay Rassa Hon
Ian Riley Yam
Michael Hall Hon
Jeffrey Grove Yam
Brian Sullivan Yam
OPEN A
Jay Rassa Hon
Todd Stith Kaw
Henry Wilson Hon
Joe Marini Hon
Jay Boarman Kaw
50
Corey Hornes Yam
Mark McLendon Yam
Jeb Gaskill Yam
Todd Wilson Yam
Matt Rothstein
60
Corey Hornes
Billy Sody
80 7-11
Andrew Tsakanikas Suz
Stephen Grimes
Mark Markney Jr.
80 12-13
Mike Rothstein Kaw
Brandon Raymond
Al Gardness IV Yam
James Steele Hon
Michael Dodson Yam
80 14-15
Ryan Middleton Kaw

Road Race
WERA Pro Series
Cycle Jam '93
Pocono Int'l
Raceway
Long Pond, PA
Aug. 15

F-USA
Fritz Kling Yam
Rich Oliver Yam
Chuck Graves Suz
David Sadowski Hon
Mike Harth Hon
Walter Batey Yam
John Ashmead Kaw
Joe Williams Hon
Chuck Sorenson Yam
William Himmelsbach Yam
F-II
Rich Oliver Yam
Chris Taylor Yam
Danny Walker Yam
Kurt Hall Yam
Chuck Sorenson Yam
William Himmelsbach Yam
Michael Himmelsbach Yam
John Sharrard Yam
James Bonner Yam
James Williams Yam
F-III
Nicky Hayden Hon
Tommy Hayden Hon
Rodney Fee Hon
Kevin Murray Hon
Jim Struke Hon
Nancy Delgado Hon
Pete Snell Hon
SECA II NOV
Steve Doolin Yam
Robert Yule Yam
James Dennison Yam
Tommy McComas Yam
Bill Zearley Yam
F/S
Ed Hoffman Hon
Jerry Evans Jr. Hon
Christopher Haldeman Hon
Rafael Jiminez Hon
Kenneth Melville Yam
600 S/S
Darryl Saylor Hon
Aaron Yates Hon
Michael Gallagher Hon
Grant Lopez Hon
Gerald Rothman Jr. Suz
750 S/S
Kurt Hall Suz
Steve Patterson Suz
Walter Batey Kaw
Gerald Rothman Suz
Jim Leslie Suz
1100 S/S
Walter Batey Yam
Gerald Rothman Jr. Suz
Kevin Rentzell Suz
David Stanton Suz
Paul Ruhall Hon

Road Race
Point Standings
WERA Pro Series
Hilton Head
Island, SC
Aug. 16

F-USA
Chuck Graves 63
Michael Martin 54
Rich Oliver 50
Chris D'Aluisio 43
Joe Brett Williams 40
F-II
Rich Oliver 75
Kurt Hall 65
Danny Walker 56
Chris D'Aluisio 52
Chuck Sorenson 47
F-III
Tommy Hayden 77
Nicky Hayden 72
Rodney Fee 67
Nancy Delgado 58
Kevin Murray 43

Short Track
Owyhee M.C.
Raceway
Boise, ID
Aug. 31
By Randy Collins

P/W
Nicholas Corson Yam
Tyson Kennedy Yam
Neal Hoskovec Yam
P/W MINI
Daniel Rockrohr Yam
Neal Hoskovec Yam
Nicholas Corson Yam
MIC
Daniel Rockrohr Hon
Anthony Gray Kaw
Adam Johnson Kaw
MINI
Marcus Jenkins Yam
Steve Rundle Kaw
Kyle Leonard Kaw
250 SPTSMN
Steve Arndt Hon
Chad Nasker Hon
Pete Hanson Yam
OPN SPTSMN
Robb Floth Hon
Rob Corson Hon
Mitch Ward Hon
OPN PRO
Jeff Russell Rtx
Ricky Henson Hon
Rod Reynolds Hon
K/BEG
Tip Thomas Hon
Kirby VanLauvan Hon
Kelly Squires Hon
K/EX
Steve Fathke Yam
Herb Hachtigall Yam
Jeff Russell Yam

Short Track
Electric City Riders
Schenectady, NY
Aug. 22
By Larry Dagostino

VIN
Bill Anderson Tri
Frank Carpinello Bul
Jeff Kvinlaug Yam
Eric Kvinlaug Yam
Chet Farrow Hon
50 BEG
Kevin Morrison Yam
Brian Hazel Yam
Eric Kvinlaug Yam
Joe Angelo III Yam
Sean Keeley Yam
SR B
John Healey Rtx
Frank Carpinello Yam
Jim Miller H-D
Jeff West Rtx
Istvan Bolvari Yam
50 ADV
Tom Newell Yam
Mike Alexander Yam
Lowell Carson Yam
Bill Warford III Yam
John Matteo Yam
250 EX
Jody Phelps Hon
Justin Coolbeth Yam
Jay Skidmore Hon
Paul Lynch Hon
Morgan Coolbeth Hon
125 AM
Shawn Mobley Hon
Jim McGivern Yam
Jim Conklin Hon
Matt Keeley Yam
Nick James Yam
SPTSMN
Bill Newell Tri
Morgan Coolbeth Rtx
Justin Coolbeth Rtx
Dan Brown Rtx
Paul Lynch Rtx
60 MINI
Cam Rafferty Kaw
Tom Newell Kaw
Adam Laviolette Kaw
Scott Morrison Kaw
Mary Newll Kaw
250 AM
Marco Morello Kaw
Garth Bastion Hon
Shawn Mobley Hon
Curt Friend C-A
Stan Nittiskie Hon
SR A
Bill Newell Tri
Joe Gould Hon
Jeff Kvinlaug Yam
John Hilderbrand W-R
Pete Ringwall Rtx
S/SR
John Laviolette Kaw
Tom Robert Hon
Chuck McGuirk Rtx
80 MINI
Aaron Creamer Yam
Matt Keeley Yam
Harley Hadaway Kaw
Mike Mashewske Yam
Cam Rafferty Kaw
OPN AM
John Haley Rtx
Joe DeMento Hon
Garth Bastian Rtx
Joe Gould Hon
Fred Proctor Rtx
OPN EX
Paul Lynch Rtx
Dan Brown Rtx
Bill Newkirk Hon
Justin Coolbeth Rtx
Morgan Coolbeth Rtx
125 TT
Dave Gambel Hon
Scott Vandecar Hon
Paul Dodge Kaw
Adam Klraiza Kaw
250/OPN TT
Mario Darpino Kaw
Bryon Seyfried Yam
Lowell Carson Hon
Jim Gould Yam
Mike Sarbo Yam

Motocross
Inland Empire
Dealer Series
Final Standings
Glen Helen, CA
Aug. 7
By Elaine Jones

Teams
John Burr Cycles 1052
Montclair Yamha 646
Malcolm Smith Motorsports 307
Yamaha of Cucamonga 303
Beaumont Yamaha/Kawasaki 199
Class Winners
P/W STK
Matthew Clark
P/W MOD
Ray Perez
60
Ray Perez
80 BEG/NOV
Josh Cartter
125 BEG
Billy Clifton
125 NOV
Joe Ryan
125 INT
Bobby Navarro
250 BEG
Ryan Foote
250 NOV
Joe Ryan
250 INT
Doug Yarnell
OPEN INT
Garth Milan
25+ VET BEG
Rob Smith
30+ VET BEG
Blake Orgill
40+ VET BEG/NOV
Larry Aronson
30+ VET NOV
Carlos Johnston
30+/40+ VET INT/EX
Doug Yarnell

Send results of races ASAP after the event to : Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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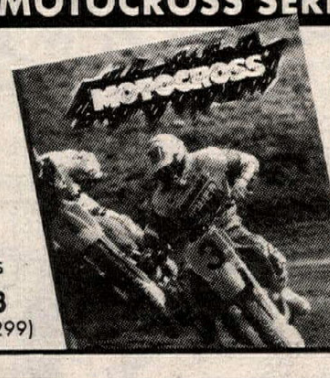

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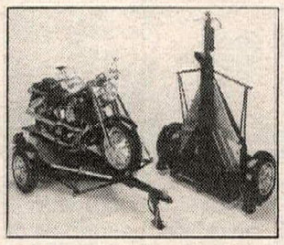

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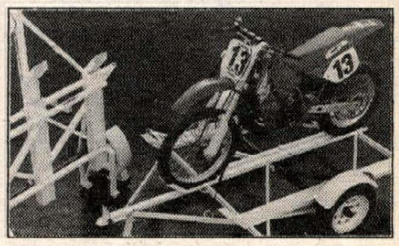

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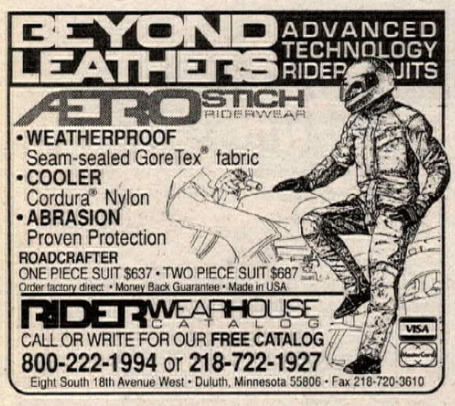

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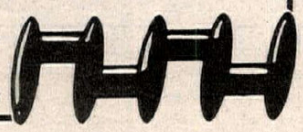

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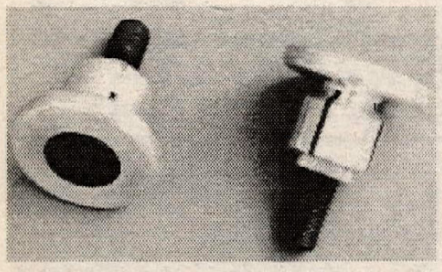

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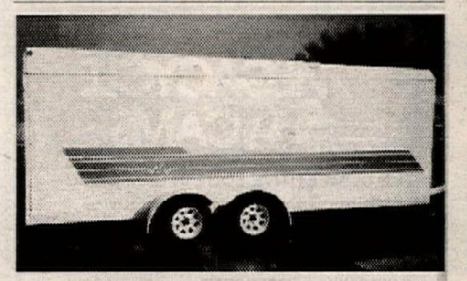

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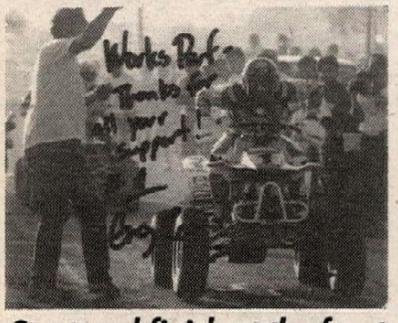
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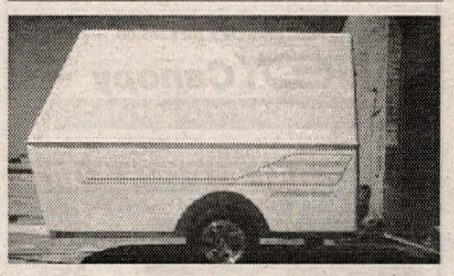

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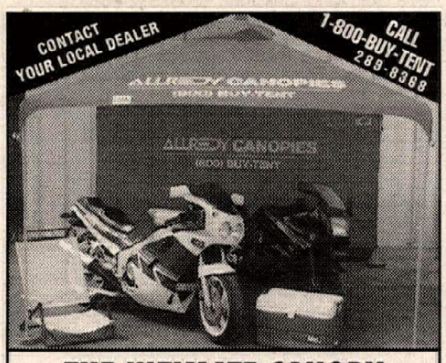

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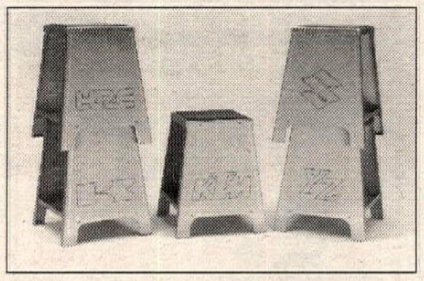

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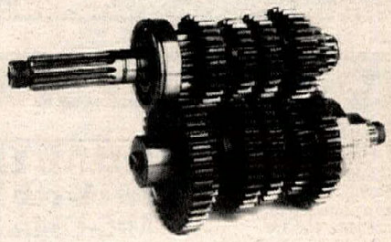

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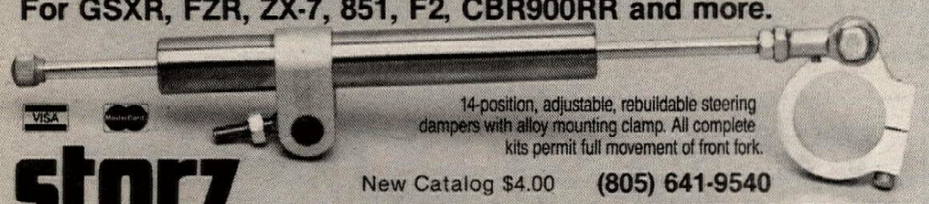

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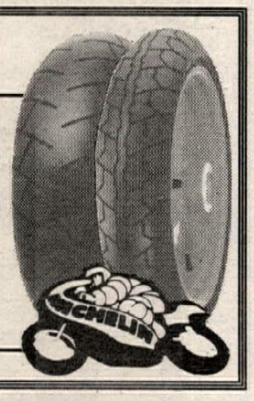

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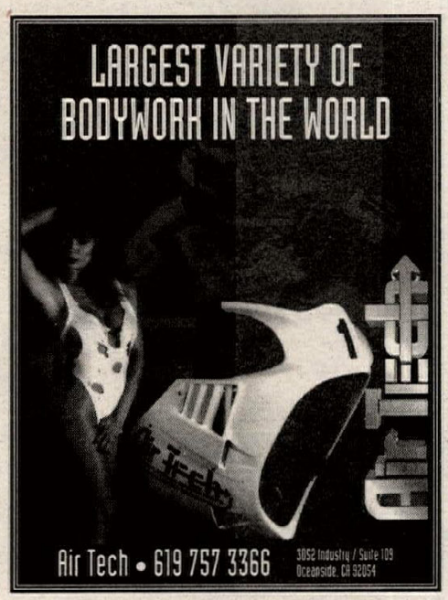

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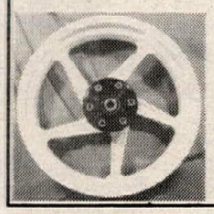

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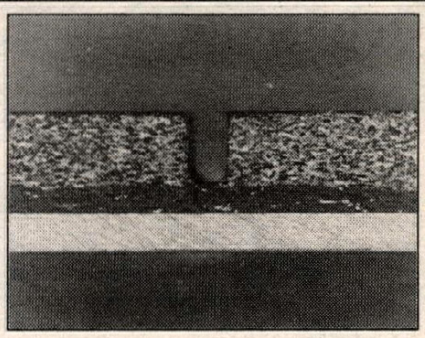

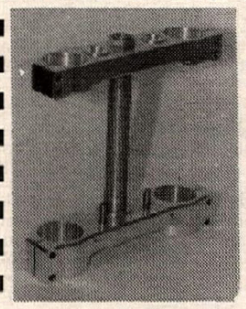

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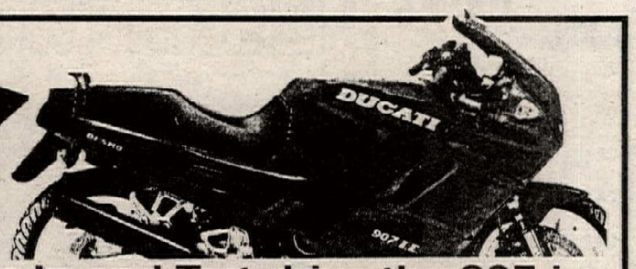

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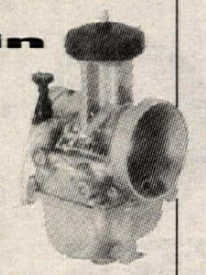

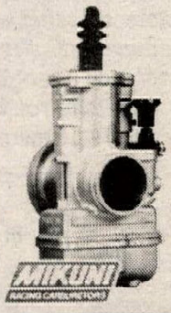

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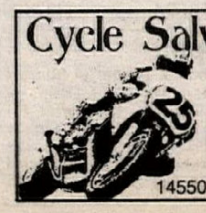

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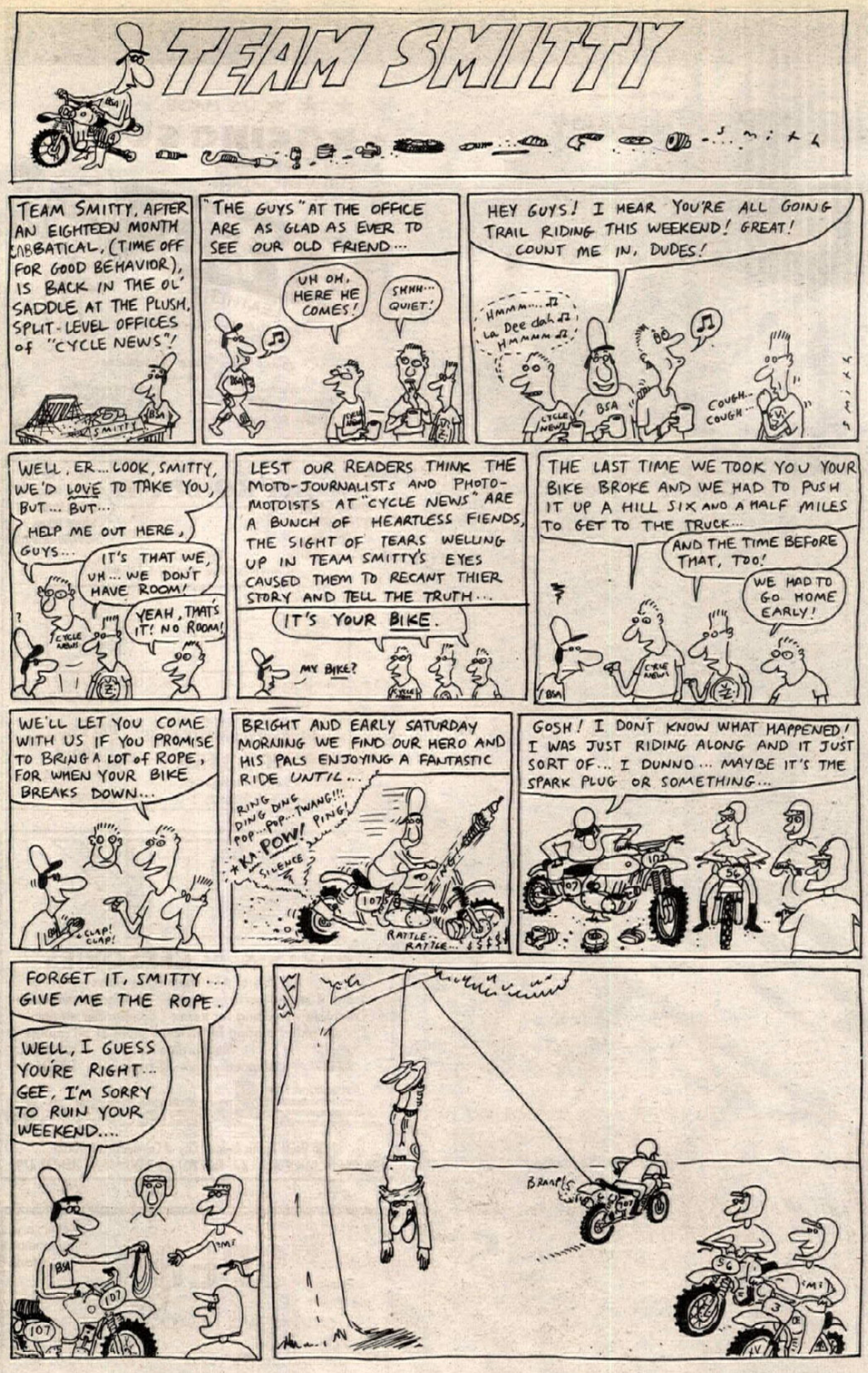

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ADVERTISERS INDEX

4 Strokes Only 50
A&A Racing Service 43
AMA Pro Racing 41
Action Yamaha Of Edison 42
Aerostitch Riderwear 42
AGV-USA, Corp. 42
Air-Tech 48
Aircone Inc 42
Al Baker Racing 45
Allredy Canopies 47
Allsport Salvage 47
American Dirt Bikes, Inc. 50
American Honda 42
American Jawa Limited 41
American MC Institute 34,48
American Suzuki 41
Andrews Yamaha-Kawasaki 48
Arai Helmets 45
Avon Tire 47
Avtek 45
Backroads Adventures B.C., Inc. 47
Baja Designs 42
Baja Off Road Tours 40
Barnett Tool & Engineering 43
Beach Yamaha 39
Bear Bottom Racing & Salvage 43
Bel-Ray Lubricants 42
Bell Helmets 40
Bert's Motorcycles 35
Bertus Jawa CZ 36
Blendzall 46
Bley USA Inc. 50
BMW Of North America 47
Boulder Yamaha Inc. 50
Boyesen Engineering 40
Braco Custom Trailers 47
Buchanan's Frame shop 40
C&D Fabrication 46
C W Racing Engines 49
Cagiva North America 41
California Racing Club 36
Can-Am 46
Carb Parts Warehouse 50
Carbon Tech 46
Championship Cup Series 42
Champs Marketing Inc. 43
Chaparral Cycle Supply 47
Chariot Mfg. Co. 49
Charleston Custom Cycle 40
Chris Agajanian Presents 27,35
Clarke Mfg. Co. 49
Clayton Foundation 29
Clean Racing 40
Composites Unlimited 49
Connecticut Cycle Works 46
Cool Sports 46
Copper Gaskets Unlimited 41
Cosmopolitan Motors 40
Cycle Concepts Inc. 43
Cycle Express 40
Cycle Gear 50
Cycle News Dual Sport Jamboree 25
Cycle News Subscription 52
Cycle Recyclers 45
Cycle Salvage of Fontana 50
Cycle Specialties Athens 48
D&D Motorcycle Service 46
D&D Performance Exhaust 45
D.I.D 41
Dallas Realty 47
Daytona International Speedway 43
Dennis Kirk 48
Denver Used M/C Parts 41
Devol Engineering 43
Donnie Hansen MX Academy 42
Double Cross Racing Assn 36
Downers Grove Yamaha 41
Dublin Kawasaki 45
Dunlop Tire 10,11,39
East Coast Honda Warehouse 47
East Coast Suzuki Warehouse 49
EBC (Hy Tech) 49
Endura 50
Engine Dynamics Co. 41
Engines Only 47
Enzo Racing 39
Eric's Motorcycle Co 45
Euro-Tech Engineering 49
European Cycle Specialties 50
F&L Company 50
Factory Connection 47
Factory Pipe Products 50
Falicon Performance Engineering 43
Fast By Ferracci 45
Finish Line Products 48
First Auto Sports T.V. 31
FMF 39
Fontana Radiator Service 50
Forking By Frank 42
Fornarelli Racing 41
Freewheeling Honda-BMW 46
Fremont Cycle Salvage & Access. 46
G-4CE 42,49
Garage Company 43
Garvis Honda TOwn 35
Gary Baileys' MX School 45
Gary Emig Racing 42
Glen Helen Grand Prix 36
Glen Helen Racing Inc. 31,35,36
Goat Breker's GFI Racing 36
Goiotex, Inc. 43
Gustafsson Plastics 42
Hails Harley-Davidson 48
Halmar Video 43
Halltech, Inc. 43
Hammerhead Graphics 40
Hansen Motorcycles, Inc. 45
Hap Jones International 41
Hayward Honda 42
Held's Hodaka 48
Hogan Cycles 49
Holiday Canopies 49
Husaberg America 49
Hy-Tech 45
I-40 Raceway 41
I.C.O. 46
Interstate Oil Co. 43
International Motorsport 40
International Speedway 36
JN Innovations 45
Japan Motors Racing 47
Kawasaki Motor Corp Insert,5
Ken Maely Enterprises 40
Ken McGuire Specialties 34
Kendon Industries Inc. 41
Klemm Research 47
KTM Of Mojave 40
KTM Sport Motorcycle USA 42
Kustom Kraft Performance Spec 43
L.A. County Raceway 36
L.R. Enterprises 50
La Habra Suzuki 46
Lake Sugar Tree Motorsports Park 40
Lamson Porting 39
Lectron Fuel Systems 49
Letko Competition Cycles 39
Lindemann Engineering 46
Los Angeles Sleeve Co. 31
M.C.C. 46
M/C Concepts 43
Magnum Distributing 48
Maxima Racing Lubricants 47
McGraw Insurance Services 43
Megacycle Engineering 45
Metzeler Motorcycle Tire 41
Michelin Tire 49
Mickey Thompson Ent Group 41
Mid Cities Honda/Kawasaki 41
Midway Motorsports 39
Mike Kidd Promotions 40
Mike's Cycle Parts 39
Modern World Ventures 47
Moose Racing 42
Moroney's H-D 49
Moto America, Inc. 39
Moto Italia 46
Moto Liberty Cycle 49
Moto Line 46
Moto Mount 47
Moto Tassinari 39
Moto West 35
Motocross Yearly 39
Motoplat Ignitions 42
Motorcycles Accessories Unlimited 42
Motul USA, Inc. 43
Myler's 42
National Cycle Salvage 50
National Motosport Association 36
Neil Keen 40
New England Adventure Tours 47
Nitrous Oxide Systems, Inc. 45
Noleen Racing, Inc 49
North West Maico & CZ 45
Northwest Sleeve Engineering. Wrk 42
Oakland Spt Ctr 35
Off Road Specialties 41
Orange County Suzuki 43
PBI Sprockets 50
Performance Machine 43
Personal Cycle Service 48
Personalized Care Motorcycle Tours 46
Pettersson Pro Suspension 43
Pirate Racing Products 41
PJ1 Corporation 46
Pomona Valley Kawasaki 45
Posey Distributors 49
Powroll Inc. 47
Precision Winding 50
Pro Action Technology 47
Pro Art Works 43
Pro Circuit Racing 42
Pro Italia Motors 42
Pro Lev'r 50
Pro Pad Products 40
Pro Pilot Racing 45
Pro Plates 39
Pro Slik 49
Pro-Vue Lenses 49
Prosports USA 40
PSI, Inc 43
R.K. Chain 39
Race Tech. 39
Raceway Park 29
Racing Engine Components 46
Rancho M/C Dismantling 42
Ron Wood Racing 47
SRA 36
ShaneTrittler Promotions 36
Shoei Helmets 42
Shoup Enterprise 39
Sidewinder 41
Slater Bros 48
Sloan's Honda/Yam-Suz Racing 45
Sole Performance 39
Southwest Motorsports 47
Spear's M/C Shop 50
Spectro Oils of America 47
Sport Engineering 39
Sprocket Specialists 39
Starwest Supercross Park 35
Steve Storz Performance 48
Slicker Point USA, Inc. 46
Sucro 27
Sudco International 45
Suicycle 43
Sunstar Engineering 42
Superbike Mike Engineering 48
Syed Leathers 50
T.J. Parts Express 39
Team Calamari YSR 45
Technomagnesio Wheels 48
Temecula Motorsports Park 36
Terrycable 49
The Racers Edge 41
Tony D MX School 48
Too Tech Suspension 48
Torco International Corp 31
Trick Racing Fuel 43
Two Brothers Racing 43
U.S. Maico 46
Uni Filter, Inc. 41
Vance & Hines Enterprises 45
Vanson Leathers 40
Varner Racing 47
Video Theatre 19
VP Racing Fuel Inc. 42
WERA 49
Walt-Schaffer Cycle Supply 48
Web-Cam 47
Western Honda 49
Western Manufacturing Corp. 40
Wheel Works 47
White Bros Cycle Speciality 50
Wide Open Racing 46
Wiseco 42
Works Connection 47
Works Enduro Rider 45
Works Performance Products 46
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Yamaha Motor Corp. 50
Z Racing 47

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